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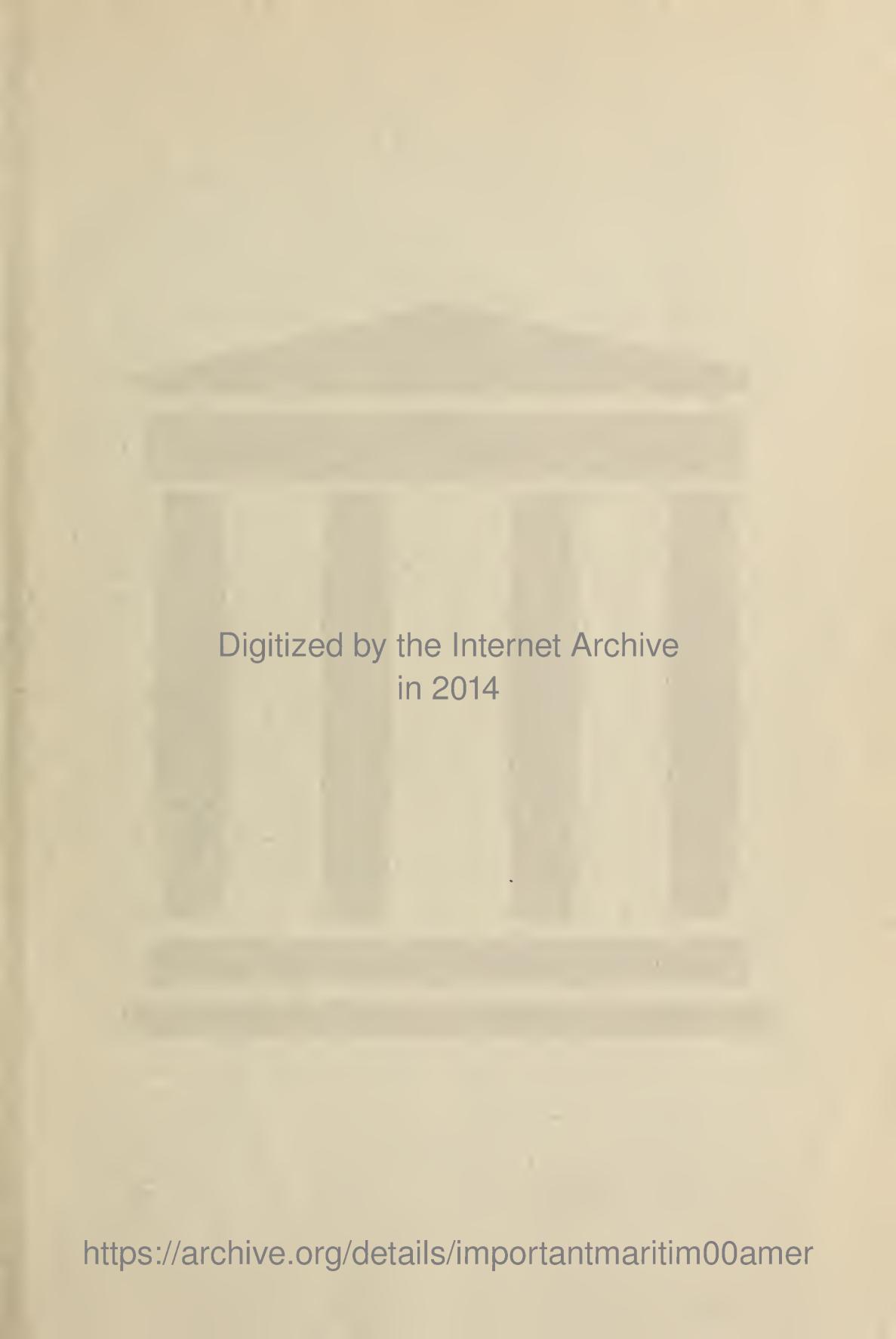
OF ART

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A very faint, large watermark-like illustration occupies the background of the page. It depicts a classical building, possibly a temple or a large hall, featuring multiple columns supporting an entablature. The entire scene is rendered in a light beige or cream color, blending with the paper texture.

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IMPORTANT  
M A R I T I M E  
COLLECTION

INCLUDING THE COLLECTIONS OF

JAMES E. BAYLES  
AND  
FRED J. PETERS

AND A SELECTION OF SHIP PORCELAINS FROM THE

TRUMBULL-PRINCE  
COLLECTION  
OF PRINCETON UNIVERSITY



To be held on the Afternoons and Evenings of  
Tuesday and Wednesday January 5 and 6, 1926



AMERICAN ART ASSOCIATION • INC.  
MADISON AVENUE 56TH TO 57TH STREET  
ENTRANCE 30 EAST 57TH STREET • NEW YORK







OLIVER HAZARD PERRY, COMMODORE U.S.N.

PORTRAIT PAINTED BY SAMUEL LOVETT WALDO

[ No. 800 ]

# IMPORTANT MARITIME COLLECTION

SHIP MODELS, PAINTINGS, PRINTS, WHALING LOGS &  
OTHER MANUSCRIPTS, NAVAL BOOKS, MAPS, ETC.  
SHIP PORCELAINS OF THE EIGHTEENTH CENTURY  
OF LOWESTOFT, WEDGWOOD, LIVERPOOL & SUNDER-  
LAND LUSTRE WARE

INCLUDING THE COLLECTIONS OF

JAMES E. BAYLES

AND

FRED J. PETERS

AND A SELECTION OF THE SHIP PORCELAINS FROM THE

TRUMBULL-PRINCE  
COLLECTION

OF PRINCETON UNIVERSITY

(Sold by Order of the late Donor and Authority of the Trustees)

WITH NUMEROUS ILLUSTRATIONS

AMERICAN ART ASSOCIATION • INC.  
MADISON AVENUE 56<sup>TH</sup> TO 57<sup>TH</sup> STREET • NEW YORK  
*Telephone: PLAZA 1270*

### On Free Public Exhibition—

Commencing Saturday, January 2, and Continuing until date of sale, Weekdays from 9 a. m. to 6 p. m., and Sunday, January 3, from 2 to 5 p. m.

### Unrestricted Public Sale—

On the afternoons and evenings of Tuesday and Wednesday, January 5 and 6, 1926, at two-thirty and eight-fifteen

### Exhibition and Sale at—

THE AMERICAN ART GALLERIES, INC.

MADISON AVENUE 56<sup>TH</sup> TO 57<sup>TH</sup> STREET      NEW YORK

*Telephone: PLAZA 1270 . Catalogues on request*



The sales are conducted by Mr. OTTO BERNET

Mr. H. H. PARKE and Mr. H. E. RUSSELL, JR.

AMONG THE MANY INTERESTING SUBJECTS  
COVERED IN THE CATALOGUE ARE

FIGUREHEADS

Many of Eighteenth Century

LOG BOOKS (ORIGINAL MSS.)

Logs of American Whaling and Merchant Ships, Log kept by Prince William (later King William IV of England) when in New York during the Revolution

NAVAL MANUSCRIPTS

NAVAL RELICS

Admiral Farragut's Telescope; Sea Quadrant, Compass, Globes

OIL PAINTINGS, WATERCOLORS, ETC.

Ships, Marine and Historical Naval Subjects; Portraits of Naval Commanders and Sea Captains; Overmantel Mirrors with Marine Paintings

PRINTED WORKS

Ships and Shipping, Shipwrecks, Pirates, Whaling, Navigation

SCRIMSHAW; JAGGED WHEELS, ETC.

SHIP GLASSWARE

SHIP MODELS

Eighteenth and Nineteenth Century Scale Models; Decorative Models; Donald McKay Clipper Ships

SHIP PORCELAINS

Lowestoft, Liverpool, Wedgwood, Sunderland Lustre Ware with Ship and other Marine Decoration

SHIPPING PRINTS AND PLANS



## “They Who Go Down to the Sea in Ships”

IN THESE DAYS of revived interest in Early American furnishings and decorations, a sale such as the present one is of paramount interest, as it contains not only items for the Collector but much of genuine historical import as well.

The ORIGINAL MANUSCRIPT LOG BOOKS kept by King William IV of England when, as Prince William, he visited New York during the Revolutionary War—a fact not very well known by the general reader at the best—comprises three thick volumes replete with historical references and also charmingly illustrated with FINE WATERCOLOR SKETCHES by the Royal hand. There are also four other volumes of Prince William’s Logs of a later date, with illustrations by him.

The more humble Log Books of the Whaling Ships of New England are perhaps not so artistic, but they contain a wealth of historical narratives and scenario possibilities, quaintly worded and often more quaintly spelled.

JAGGED WHEELS AND SCRIMSHAW, trophies of many of these old Whaling Voyages, are also to be found in the Collection.

The graceful lines of the Eighteenth and Nineteenth Century SHIP MODELS—both Scale and Decorative designs—cannot fail to captivate even the uninitiated. Among the early models is one made of bone—perhaps the most valuable model in the collection. There are several fine contemporary models of the famous Clipper Ships built by Donald McKay, which are sold by order of a descendant of the shipbuilder himself, thereby enhancing their interest and value. Later models of great charm and variety include Columbus’ *Santa Maria*, and others of equal desirability.

Closely allied to the Ship Models are the FIGUREHEADS, a number of historical pieces from Deptford being included, as well as a notable American figurehead of a Hawaiian girl.

**PAINTINGS IN OILS AND WATERCOLORS** comprise: a splendid portrait of Commodore Oliver Hazard Perry, painted by Samuel Lovett Waldo (reproduced as the FRONTISPICE in the catalogue); portraits of several famous American Sea-Captains; historical Naval paintings, etc. Also a number of exceptionally handsome OVERMANTEL MIRRORS with paintings of Marine or Shipping scenes.

**COLORED LITHOGRAPHS** by N. Currier and others, AQUATINTS by Hill, etc. of Naval scenes, Ships and Shipping, in rare and fine prints are also included.

**NAVAL RELICS**, such as Admiral Farragut's Telescope, a fine Sea-Quadrant, Compasses, Terrestrial and Celestial Globes.

Probably the most important section in the Collection is that devoted to the **SHIP PORCELAINS**. A very unusual lot of fine and rare Eighteenth Century Lowestoft, Sunderland Lustre, Liverpool and Wedgwood pitchers, platters, deep dishes, etc., ornamented with pictures of Frigates, Men-of-War, Barques and other sailing vessels, or with portraits of noted Americans. These porcelains were manufactured expressly for the American trade and American ships and are therefore of the highest interest to the collector of Early American pieces. But having been used on board the Clipper Ships of the period, they are most difficult to procure, so few having survived the vicissitudes of a sea-faring career.

Amongst the most noteworthy pieces in this group of **SHIPS' WARE** are a number consigned from the celebrated **TRUMBULL-PRINCE COLLECTION OF PRINCETON UNIVERSITY**, which are sold by Order of the Donor and by Authority of the Trustees, to round out and balance the collection there.

A number of **PRINTED WORKS** on Ships and Shipping, Whaling, Pirates, Navigation and other works relating to the Sea and Ships, completes what is truly a remarkable collection relating to those "who go down to the Sea in Ships."

AMERICAN ART ASSOCIATION, Inc.

## Conditions of Sale

**1. Rejection of Bids.** Any bid which is not commensurate with the value of the article offered, or which is merely a nominal or fractional advance may be rejected by the auctioneer if in his judgment such bid would be likely to affect the sale injuriously.

**2. The Buyer.** The highest bidder shall be the buyer, and if any dispute arises between two or more bidders, the auctioneer shall either decide the same or put up for re-sale the lot so in dispute.

**3. Identification and Deposit by Buyer.** The name of the buyer of each lot shall be given immediately on the sale thereof, and when so required, each buyer shall sign a card giving the lot number, amount for which sold, and his or her name and address.

A deposit at the actual time of the sale shall be made of all or such part of the purchase prices as may be required.

If the two foregoing conditions are not complied with, the lot or lots so purchased may at the option of the auctioneer be put up again and re-sold.

**4. Risk after Purchase.** Title passes upon the fall of the auctioneer's hammer, and thereafter neither the consignor nor the Association is responsible for the loss or any damage to any article occasioned by theft, fire, breakage or any other cause.

**5. Delivery of Purchases.** Delivery of any purchases will be made only upon payment of the total amount due for all purchases at the sale.

**6. Receipted Bills.** Goods will be delivered only on presentation of a receipted bill. A receipted bill presented by any person will be recognized and honored as an order by the buyer, directing the delivery to the bearer of the goods described thereon. If a receipted bill is lost before delivery of the property has been made, the buyer should immediately notify the Association of such loss.

**7. Storage in Default of Prompt Payment and Calling for Goods.** Articles not paid for in full and not called for by the purchaser or agent by noon of the day following that of the sale may be turned over by the Association to some carter to be carried to and stored in some warehouse until the time of the delivery therefrom to the purchaser, and the cost of such cartage and storage and any other charges will be charged against the purchaser and the risk of loss or damage occasioned by such removal or storage will be upon the purchaser.

In any instance where the purchase bill has not been paid in full by noon of the day following that of the sale, the Association reserves the right, any other stipulation in these conditions of sale notwithstanding, in respect to any or all of lots so purchased to cancel the sale thereof or to re-sell the same at public or private sale without further notice for the account of the buyer and to hold the buyer responsible for any losses and costs sustained in so doing.

**8. Shipping.** Shipping, boxing or wrapping of purchases is a business in which the Association is in no wise engaged, but the Association will, however, afford to purchasers every facility for employing at current and reasonable rates carriers and packers; doing so, however, without any assumption of responsibility on its part for the acts and charges of the parties engaged for such service.

**9. Guaranty.** The Association exercises great care to catalogue every lot correctly and endeavors therein and also at the actual time of sale to point out any error, defect or imperfection, but guaranty is not made either by the owner or the Association of the correctness of the description, genuineness, authenticity or condition of any lot and no sale will be set aside on account of any incorrectness, error of cataloguing or imperfection not noted or pointed out. Every lot is sold "as is" and without recourse.

Every lot is on public exhibition one or more days prior to its sale, and the Association will give consideration to the opinion of any trustworthy expert to the effect that any lot has been incorrectly catalogued and in its judgment may thereafter sell the lot as catalogued or make mention of the opinion of such expert, who thereby will become responsible for such damage as might result were his opinion without foundation.

**10. Records.** The records of the auctioneer and the Association are in all cases to be considered final and the highest bid shall in all cases be accepted by both buyer and seller as the value against which all claims for losses or damage shall lie.

make mention of the opinion of such expert, who thereby will become responsible for such damage as might result were his opinion without foundation.

**10. Records.** The records of the auctioneer and the Association are in all cases to be considered final and the highest bid shall in all cases be accepted by both buyer and seller as the value against which all claims for losses or damage shall lie.

**11. Buying on Order.** Buying or bidding by the Association for responsible parties on orders transmitted to it by mail, telegraph, or telephone will be faithfully attended to without charge or commission. Any purchases so made will be subject to the foregoing conditions of sale, except that, in the event of a purchase of a lot of one or more books by or for a purchaser who has not through himself or his agent been present at the exhibition or sale, the Association will permit such lot to be returned within ten days from the date of sale, and the purchase money will be refunded if the lot in any manner differs from its catalogue description.

Orders for execution by the Association should be given with such clearness as to leave no room for misunderstanding. Not only should the lot number be given, but also the title, and bids should be stated to be so much for the lot, and when the lot consists of one or more volumes of books or objects of art, the bid per volume or piece should also be stated. If the one transmitting the order is unknown to the Association, a deposit must be sent or reference submitted. Shipping directions should also be given.

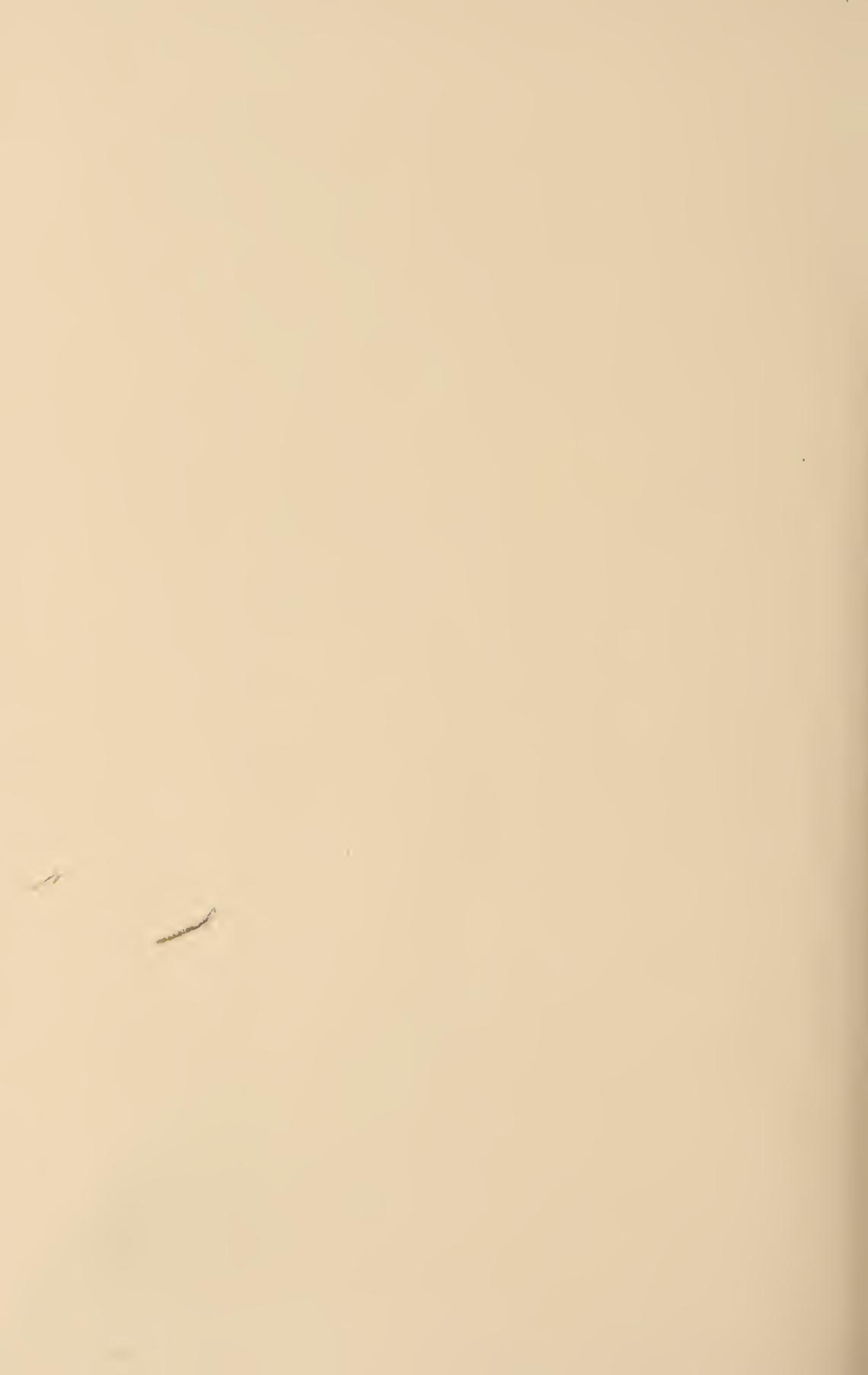
**Priced Catalogues.** Priced copies of the catalogue, or any session thereof, will be furnished by the Association at charges commensurate with the duties involved in copying the necessary information from the records of the Association.

No person other than the auctioneer or an official of the Association is authorized to arrange conditions of sale different in any way from those herein contained.

THE AMERICAN ART ASSOCIATION, INC.  
DEPARTMENT OF BOOKS AND PRINTS

MR. ARTHUR SWANN, *Director*

CATALOGUE



TUESDAY AFTERNOON, JANUARY 5, AT 2:30

FIRST SESSION, NUMBERS 1 TO 229, INCLUSIVE

•—————•

### PRINTED BOOKS

WORKS ON SHIPS AND SHIPPING, SHIP WRECKS  
WHALING, PIRATES, NAUTICAL AND MARINE  
MANUALS AND DICTIONARIES, SEA TALES, &c.

*Numbers 1 to 164, Inclusive*

•—————•

1. ABBOT (WILLIS J.). American Merchant Ships and Sailors. FIRST EDITION. *Illustrations by Ray Brown.* 12mo, pictorial cloth, gilt top. New York, 1902
2. AMERICAN NAVY. SANBORN (SOLOMON H.). An Exposition of Official Tyranny in the U. S. Navy. 8vo, cloth, original wrappers bound in. New York, 1841  
Cites many cases of official tyranny.
3. ARCTIC EXPLORATION. A Voyage of Discovery towards the North Pole, performed in his Majesty's ships Dorothea and Trent. By Captain F. W. Beechey. *With 6 illustrations, 2 of which are folded lithographs (torn but easily mended); and folding map in pocket.* 8vo, cloth. London, 1843  
Contains a summary of all the early attempts to reach the Pacific by way of the Pole.
4. ARCTIC EXPLORATION. The Private Journal of Capt. G. F. Lyon of H. M. S. Hecla, during the Voyage of Discovery under Capt. Parry. *With a folding map and 6 full-page engravings by Finden after drawings by the Author.* 8vo, full contemporary straight-grain morocco. London, 1824

[Continued]

[4. ARCTIC EXPLORATION. 1824—*Continued*]

FIRST EDITION. With a series of finely engraved plates showing Esquimaux life and sports, accompanied by descriptions of their manners and customs, walrus hunts, deer stalking, etc.

5. ARCTIC EXPLORATION. The Log of the "Laura" in Polar Seas. A Hunting Cruise from Tromso, Norway, to Spitsbergen . . . in the Summer of 1906. Kept by Bettie Fleischman Holmes. *Illustrated.* Royal 8vo, half green calf, gilt top, uncut. Cambridge, 1907

Interesting account of a northern hunting trip illustrated with exceptionally clear photogravures. The engraved inscription plate, with the names autographed in ink, reads,—“To Dr. Walter L. Pyle This Book is Inscribed With Greetings from Bettie Fleishmann Holmes. May 1908.”

6. ARCTIC EXPLORATION. Voyage au Pole Boréal, fait en 1773, par Constantin-Jean Phipps. Traduit de l'Anglois. Numerous folding copperplates, diagrams and map, vignette on title. 4to, half calf, uncut. Paris, 1775

FINE COPY OF FIRST FRENCH EDITION. With autograph signature,—“Franklin D. Roosevelt, Hyde Park, 1914,” and Ms. quotation from Noll (in Dutch) about the author, on the fly-leaves.

7. BRADY (WILLIAM N.). A Letter Book owned by Wm. N. Brady, containing about 110 letters and documents pertaining to his “Naval Apprentice’s Kedge Anchor.” These letters are dated from 1848 to 1855. Tipped in on leaves. 4to, ooze calf, inscribed in Brady’s autograph “W. N. Brady, Letter Book, 1848–1854.”

A VERY FINE ITEM. Prefaced by an Index in the autograph of Brady. The letters in this collection, many of them from friends of the author, all pertain to the “Kedge Anchor.”

SEE ALSO Nos. 52, 239, 240.

8. CALIFORNIA. Narrative of a Voyage to the Pacific and Beering’s Strait. By Capt. F. W. Beechley, R. N. 8vo, three-quarter calf, marbled edges. Philadelphia, 1832

With lengthy description of California, particularly San Francisco, with observations on its trade, climate, Indians, missions etc. There is also a detailed description of the voyage, via South America, to the Sandwich Islands, account of the natives, etc.

9. CAPTIVITY AND MUTINY. [BROWN (C. H.).] The Sufferings and Escape of Capt. Chas. H. Brown from an Awful Imprisonment by Chilean Convicts. *Curious illustrations.* 12mo, cloth (worn). Boston, 1855

Gives an account of the sailing vessel *Florida* which was chartered by the Chilean government to transport prisoners to a convict colony at Sandy Bay; there was an insurrection in the colony and a number of the convicts managed to get a boat and row out to the *Florida* and overpowered those on board.

10. CLIPPER SHIPS. Some Ships of the Clipper Ship Era. *32 illustrations, including many California clippers.* 1913; Old Shipping Days in Boston. *25 portraits and illustrations of the Northwest Coast, etc.* 1918; Some Merchants and Sea Captains of Old Boston, and Other Merchants and Sea Captains of Old Boston. *Numerous portraits, views and facsimiles.* 1918-1919. Together, 4 vols. 8vo, pictorial wrappers. Boston, 1913-1919

PRINTED FOR PRIVATE DISTRIBUTION.

The illustrations recall many clippers, owners, and masters of vessels famous in travel to California, the South Seas, and Asia; the text includes narratives, memoirs and reminiscences, many of which are now first published.

11. COGGESHALL (GEORGE). Voyages to Various Parts of the World, made between the years 1800 and 1831. Selected from his Ms. Journal of Eighty Voyages. *Illustrations.* 2 vols. 8vo, cloth (different colors as usual).

New York, 1852-1853

FIRST EDITION of Vol. II. The illustrations are very fine lithographs showing the schooners the author sailed in during his eighty voyages.

With bookplate of Augustus Fleming and his signature.

12. DANA (RICHARD H.). Two Years Before the Mast. A Personal Narrative of Life at Sea. 16mo, black cloth. New York: Harper & Brothers, no date; MELVILLE (HERMAN). Moby-Dick; or, The Whale. 12mo, cloth. New York, 1871. (Binding worn.) Together, 2 vols. 16mo and 12mo, cloth. New York, 1871 and no date

13. DANISH MERCHANT SHIP. Nave Mercantile Danese. *Copperplate*, COLORED. Giacomo Taliagambe, deli. Fambrino inci. Height, 19; length, 27 inches. Framed. Eighteenth Century  
Depicts a Danish merchantman in full sail.
14. DUTCH MERCHANT SHIP. Nave Mercantile Olandese. *Copperplate*, COLORED. Giacomo Taliagambe, deli. Fambrino inci. Height, 18; length, 27 inches. Framed. Eighteenth Century  
Depicts a Dutch merchantman with sails unfurled.
15. ENGLISH MERCHANT SHIP. Nave Mercantile Inglese. *Copperplate*, COLORED. Giacomo Taliagambe, deli. Fambrino inci. Height, 19; length, 27 inches. Framed. Eighteenth Century  
Depicts an English merchantman with sails unfurled.
16. ITALIAN MERCHANT SHIP. Nave Mercantile Toscana. *Copperplate*, COLORED. Giacomo Taliagambe, deli. Fambrino, inci. Height, 19; length, 27 inches. Framed. Eighteenth Century  
Depicts a Tuscan merchantman in full sail.
17. FRENCH MERCHANT SHIP. Nave Mercantile Francese. *Copperplate*, COLORED. Giacomo Taliagambe deli. Fambrino inci. Height, 18; length, 27 inches. Framed. Eighteenth Century  
Depicts a French merchantman with sails unfurled.
18. FRENCH MARINE. SUE (EUGENE). *Histoire de la Marine Française*. XVIIe Siècle.—Jean Bart. *With 36 plates, maps, plans and facsimiles. The engravings after Tony Johannot, Raffet, Gudin, and others.* 5 vols. in 2, 8vo, half morocco, marbled edges. (Binding rubbed; some foxmarks.) Paris, 1835–1837  
FIRST EDITION OF THIS FINE WORK. Separate pagination.

19. FROSTIANA or the History of the River Thames in a Frozen State . . . and the wonderful effects of Frost, Snow, Ice and Cold . . . 12mo, full calf, with gilt fillet borders.

London: Printed and published on the Ice on the  
River Thames February 5th, 1814

A RARE AND UNUSUAL evidence of the freakish industry of the  
human race. The lower part of the title-page missing.

20. GREAT REPUBLIC. Description of the Largest Ship in the World, the New Clipper *Great Republic*, of Boston, Designed, Built and Owned by Donald McKay, and Commanded by Capt. L. McKay. Written by a Sailor. *With 6 long folding plates, being illustrated designs of the construction of the Great Republic.* 8vo, original wrappers.

Boston, 1853

VERY SCARCE.

21. IMPRESSED SEAMAN'S NARRATIVE. M'LEAN (JAMES). Seventeen Years History of the Life and Sufferings of James M'Lean, an impressed American Citizen & Seaman. Embracing but a Summary of what he Endured while detained in the British Service, during that Long and Painful Period. 12mo, cloth, original wrappers bound in. Hartford: Printed for the Author, 1814

FIRST EDITION. SCARCE. Sailing from New London, in the brig *Michael*, of Hartford in 1796, M'Lean landed again on American soil at Newport in 1813.

22. JONES (PAUL). The Interesting Life, Travels, Voyages, and Daring Engagements of the Celebrated Paul Jones: containing numerous Anecdotes of Undaunted Courage, in the Prosecution of his Bold Enterprizes. To which is added, the song written on the engagement between the *Good Man Richard*, and the English Frigate *Serapis*. 12mo, full sheep. New York, 1823

A VERY RARE EDITION.



A Marine full mottled from the *The Cataquist*  
coming down after refit. H. M. S. *Faughan*  
Aug: 11<sup>th</sup> 1840.

[ No. 25 ]

23. LAKE ERIE. BROWN (SAMUEL R.). Views on Lake Erie, comprising a minute and interesting account of the Conflict on Lake Erie, Military Anecdotes, Abuses in the Army, Plan of a Military Settlement, View of the lake coast from Buffalo to Detroit. 16mo, full mottled calf, gilt. Troy: Printed by Francis Adancourt, 1814

VERY SCARCE. Not in Sabin. RARE FIRST EDITION. Some margins slightly cut into, and pages stained.

24. MARINE ARCHITECTURE. CHARNOCK (JOHN). History of Marine Architecture . . . both Civil and Military, of all Nations, especially of Great Britain. 100 engraved plates. 3 vols. royal 4to, full polished calf, gilt backs (rubbed, loose at hinges). London, 1800-1802

A valuable and esteemed work. VERY RARE with the full quota of plates as above.

With armorial bookplate, in each volume, of Owen Williams, Esqr., Temple House, Berks.

25. MARINE DRAWINGS. A series of 114 ORIGINAL WATER-COLOR DRAWINGS and a few pen-and-ink sketches, mostly signed and dated, by Captain Cowper Phipps Coles, R. N. C. B. Mounted in an oblong folio scrap book.

1835-1855

A VERY FINE COLLECTION OF WELL EXECUTED DRAWINGS, OF WHICH ABOUT TWENTY-FIVE ARE OF NAVAL ACTIONS, NAVAL VESSELS IN FULL SAIL, ETC. These drawings are illustrative of Actions during the Crimean War, Ports, Fortifications, views in South America, etc. A number of the drawings were executed while on board H. M. S. *Agamemnon*.

Among the Marine Views may be mentioned the following,—H. M. S. *Gange*, Nov. 11, 1840; H. M. S. *Leander*; H. M. S. *Prince Regent*; H. M. S. *Phaeton*; H. M. S. *Arethusa*; H. M. S. *Blenheim* and *Amphion*; H. M. S. *Reynard*; H. M. S. *Reynard*; H. M. S. *Blenheim*, *Amphion*, *St. Vincent* and *Reynard*; H. M. S. *St. Vincent*, Spithead, Nov. 1848. With men in rigging; The Pilot, H. M. Brig, coming into the cove of Cork, Sept. 5, 1848; H. M. S. *Phaeton*, Aug. 11, 1850, picking up Edw. Bartholomew who fell overboard; H. M. S. *Phaeton* & *Leander*, Feb. 1851; H. M. S. *Phaeton*, Oct. 13, 1850; Trial of Sailing, July 17, 1852. Depicts 10 British vessels in full sail; Action on October 17, 1854. Depicts the British fleet shelling the forts, names of ships given in lower margin. Names of ships given in margin; H. M. S. *Agamemnon*, Sept. 27, 1854; Engagement of Oct. 17, 1854. Depicts the British fleet shelling the forts. Accompanying this drawing is the original "Signal Log of Tuesday, October 17, 1854" giving the details for firing on the forts, and remarks on the action. Capt. Coles was in command of the *Agamemnon* at the time; H. M. S. *Agamemnon* proceeding from Constantinople with troops for the Crimean Expedition; and other drawings.

Among the other drawings may be mentioned,—Gagri, coast of Circassia; Rio de Janeiro, 1835; View of Ball given the Prince de Joinville on board the *Hercules*; Sketches made in Silchester (about ten); Views made in Greece (about 5); Harbor of Constantinople; Barcelona; Cape St. Martin, North Channel, Corfu; Straights of Bonifacio, 4 views; Types of Russians and Bulgarians; Cricket Match between Lisbon Cricket Club and British Squadron; and others.

Captain Coles was a nephew of Lord Lyons, and went out as his flag midshipman at the time of the Crimean War. He was the inventor of the turret, which was the first step towards the conversion from wooden to iron construction. He was a visitor on board the *Captain*, which was lost in the Bay of Biscay in 1870.

[SEE REPRODUCTION]

26. MARINE ARCHITECTURE. Volume containing *32 double, triple and quadruple folding plates containing 52 illustrations*. With twelve pages, printed in two columns, explaining each plate. Folio, new marbled wrappers.

*Circa 1753*

AN EXCEPTIONALLY FINE MARINE ITEM. The plates are all engraved by Bernare, after designs by Mr. Belin. These fine plates depict galleys; ships of war, showing the full rigging; rear views of ships; inside views of ships; various parts of rigging; different pieces used in the construction of a ship; shipyard scene, depicting workmen building a ship; various types of drydocks; various marine flags (7 plates); various sails; views of war vessels firing guns; ships in battle formation; etc.

27. MARINE DICTIONARY. *Vocabulaire des Termes de Marine, Anglois et Fran ois, en Deux Parties. . . . Illustrated with 31 fine full-page engravings, by Y. le Gouaz, after original drawings by Lescallier, and several vignettes, showing various types of sailboats, and detailed views of the boats and the different parts of the same.* 4to, mottled calf. Paris, de l'Imprimerie Royale, 1777

VERY FINE COPY OF THE FIRST EDITION OF THIS EXHAUSTIVE WORK ON NAVAL TERMS AND VOCABULARY. THE PLATES ARE ALL VERY FINE IMPRESSIONS. The work is divided into two parts, the first containing an English naval vocabulary, with the definitions in French; the second, a French vocabulary with English definitions of the terms, and an Explanatory Text, in French, of the engraved plates following.

28. MARINE. FALCONER's Marine Dictionary, improved and enlarged, by Dr. William Burney. Half calf. *Circa 1830.* WILLIAM N. BRADY'S COPY; [ALSO] A Treatise on Naval Tactics. By Paul Hoste. Translated by Captain J. Boswall. *Illustrated.* Full calf. (Frontispiece and some illustrations cut away, edges rubbed.) Together, 2 vols. 4to. [London] no date; Edinburgh, 1834

The Falconer's Dictionary has the autograph signature of William Nicholas Brady (author of "Kedge Anchor") on the title, preface and an end-paper. There is, also, an envelope addressed to "Master Brady," laid in. Also laid in is a Series of 7 plates of Sailing Ships, engraved by E. Cooke.

29. MARINE. LAPORTE (L'ABBE J. DE). *Atlas ou Collection de Cartes Geographiques pour l'Intelligence du Voyageur François; ou la Connoissance de l'Ancien et du Nouveau Monde.* *With 26 double-page maps.* 8vo, boards, leather back. Paris: Moutard, 1787

ORIGINAL EDITION. To accompany "Le Voyageur François ou Connoissance de l'Ancien et du Nouveau Monde," by the same author. The maps are like those of "Atlas Moderne Portatif," Paris, 1781.

The maps relating to America are: "L'Amerique Septentriionale Divisée en ses Principaux Etats;" "Carte de la Virginie et du Mariland;" "Carte de la Nouvelle Angleterre, Nouvelle York, Nouvelle Jersey, et Pensilvanie;" "Golfe du Mexique;" "L'Amerique Méridionale, Divisée en ses Principaux Etats."

30. MARINE. MEARES (JEAN). *Collection de Cartes Géographiques, Vues, Marines, Plans et Portraits, relatifs aux Voyages du Capitaine J. Meares.* Traduits de l'Anglois, par J. B. L. J. Billecocq. *Portrait of Meares and 27 folding maps, portraits, plans and views.* 4to, half leather. Paris: Buisson [1794]

The following have American interest: "Carte de la Mer Pacifique du Nord, contenant la Côte Nord-Est d'Asie et la Côte Nord-Ouest d'Amérique reconnues en 1778 et 79 par le Capne. Cook, et plus particulièrement encore en 1788 et 89 par le Capne. Jean Meares;" "Carte . . . de l'Amérique Septentrionale . . . ;" "Carte de la Côte N. O. d'Amérique . . . ;" "Le Vaisseau la Côte Nord-Ouest d'Amérique."

31. MARINE. *The Naval and Mail Steamers of the United States.* By Charles B. Stuart. *With 36 engraved illustrations.* 4to, full green morocco, gilt sides and back, gilt edges (rubbed; stamp on title). New York, 1853

RARE AND INTERESTING volume, giving accounts, descriptions and illustrations of our well-known steamers such as *The Fulton*, *The Princeton*, *The John Hancock*, etc. On a fly-leaf is the inscription,—"To the Editor of the New York Herald. With respects of the Author."

32. MARINE RESEARCH SOCIETY PUBLICATION. ROBINSON (JOHN) AND DOW (GEORGE F.). *The Sailing Ships of New England. Series Two. With 245 illustrations of sailing vessels.* Royal 8vo, cloth. Salem, 1924  
VERY FINE PUBLICATION. Publication No. 5 of the Marine Research Society.
33. MARINE. GRIFFITHS (JOHN W.). *Treatise on Marine and Naval Architecture, or Theory and Practice blended in Ship Building. Illustrated with more than 50 engravings.* 4to, half morocco, gilt. New York, 1850  
“William N. Brady” (author of “The Naval Apprentice’s Kedge Anchor”) stamped in gilt on obverse cover.
34. MARINER’S CALENDAR. COLSON (NATHANIEL). *The Mariners New Kalendar.* Small 4to, original sheep. London, 1748  
FIRST EDITION. With half-title. Contains a Table of difference of Latitude and Departure in Minutes and Tenth Parts, to every degree and quarter-point of the compass. Also the description and use of the quadrant, fore-staff and nocturnal, etc.
35. MILNES (E. AND L.). *An Epitome, Historical and Statistical, Descriptive of the Royal Naval Service of England. Embellished with 8 highly-finished, COLORED, engraved views of shipping, by W. Knell, besides 14 COLORED illustrations of the flags, pennants, and ensigns of her Majesty’s vessels.* 8vo, original cloth, roan back, with gilt design of a ship on front cover.  
London: Ackermann and Company, 1841  
FINE COPY OF THIS SCARCE BOOK. A stencil stamp on title-page has been removed.
36. MISSISSIPPI RIVER STEAMBOAT. *Freight List of the S. B. Shreveport,* covering its 12th to 23rd trips, December 20, 1853 to April 17, 1854. Small folio, half calf.  
1853-1854  
Covers trips from Shreveport to Alexandria, Shreveport to New Orleans, and White Cliffs to Shreveport. Gives the names of shippers, shippers’ addresses, consignees’ names and addresses, articles, etc.

37. MISSISSIPPI RIVER STEAMBOAT. Cabin Register of the Steamboat *Shreveport* plying between Shreveport and Alexandria. With list of persons occupying the "Gentlemen's Cabin" on one page and those occupying the "Ladies' Cabin" on the opposite page. 1853-1854; Freight Book used by G. M. Nichols of Shreveport in shipping cotton; Letterpress Copy Book used by G. M. Nichols of Shreveport, containing copies of his letters. 3 vols. folio and small 4to. 1848-1854

38. MISSISSIPPI RIVER STEAMBOAT. Cabin Register of the Steamboat *W. O. Burton*, operating from New Orleans to Opelousas, covering the fourth to the twenty-fourth trip (lacks the first three trips), from January 24, to May 21, 1860. *With a view of a Mississippi River Steamboat on the left-hand pages.* Folio, half leather, worn. 1860

AN INTERESTING ITEM. The left-hand page is devoted to "Gentlemen's Cabin" and the opposite page is devoted to "Ladies' Cabin," and gives the name of the person, point of embarkation, and the amount paid. Written throughout in pencil.

This "Cabin-Register" had been used in an "Enrolling Office" in the South during the year 1864, one sheet being dated Nov. 1, 1864, and contains the names of 168 persons who enrolled in the Confederate Army, giving the date of enrollment, destination, and regiments to which they were assigned.

39. MUTINY AND SHIPWRECK. Statements of the Loss of His Majesty's New Ship the *Bounty*, W. Bligh, Esq. Commander, by a Conspiracy of the Crew . . . also the Adventures of the Mutineers. No date; Correct Statement of the Loss of the *Earl of Abergavenny*, East Indiaman, John Wordsworth, Commander . . . on the Rocks off the Bill of Portland . . . near the spot where the *Halsewell* was wrecked, February 5, 1805 . . . Also the shipwreck of Occum Chamnan; a Siamese Noble. No date. Together, 2 vols. 12mo, cloth, uncut. London: Thomas Tegg [1810]

40. NAUTICAL BOOKS. KIPPING (ROBERT). Rudimentary Treatise on Masting, Mast-Making, & Rigging of Ships. *Illustrated with woodcuts.* N. p., n. d.; Signal Book for Boston Harbor. By Hudson & Smith. Boston, 1848; The Sailor's Manual of Devotion. By William Berrian. *Woodcut illustrations.* New York [1844]; A Treatise on Ship's Anchors. By George Cotsell. *Illustrated.* London, 1856. Together, 4 vols. 12mo and 16mo, original cloth and boards.

Various places and dates

The first named has the autograph signature,—“*W. N. Brady. Master U. S. Navy,*” on half-title. The second has “*Steam Ship City of Boston*” in ink, on the cover.

41. NAUTICAL BOOKS. LUCE (S. B.). Seamanship: compiled from various authorities for the use of the United States Naval Academy. *Illustrated with numerous original designs.* Newport, 1863; Francis' Metallic Life-Boat Corporation. New York, 1853; Hints on Sea-Risks. By Lieut. Edward Jennings. London, 1843; Rules for More Uniform Masting & Sparring of Merchant Ships. By A. F. Jones. Liverpool, n. d. Together, 4 vols. 8vo, cloth and wrappers.

Various places and dates

42. NAUTICAL BOOKS. LEVER (DARCY). The Young Sea Officer's Sheet Anchor. With additions by George W. Blunt. [Title-page torn.] New York, 1843; The American Ship-Master's Guide. By Francis G. Clarke. Boston, 1838; The New Practical Navigator. By John Hamilton Moore. London, 1814. *Illustrations and diagrams.* Together, 3 vols. 4to and 8vo, full original calf

Various places and dates

The first mentioned is the FIRST AMERICAN EDITION, with the autograph inscription,—“*Received in exchange for an original copy of Brady's Kedge Anchor. From the Messrs. Blunts, N.Y.*”, in ink, on inside of cover. The second mentioned has the autograph signature,—“*W. Brady, Boats.,*” on inside of cover and on title.

43. NAUTICAL EVENTS. SEMMES (ADMIRAL RAPHAEL). Memoirs of Service Afloat, during the War between the States. *With 6 engraved portraits and 6 illustrations IN COLOR.* Baltimore, 1869; The America Cup. A Nautical Poem. *Illustrations.* New York, 1874. Together, 2 vols. 8vo, original leather and cloth. (One worn.)  
New York and Baltimore, 1869-1874  
The Poem is descriptive of the five international Races between the Yacht *Livonia*, representing the Twelve Yacht Clubs of the Royal Yacht Squadron of England; and the Yachts *Columbia* and *Sappho*, of the New York Yacht Club, for the possession of The Challenge Cup, Won by the Yacht *America* in the Year 1851.
44. NAUTICAL MANUALS. TOTTEN (B. J.). Naval Text-Book. Boston, 1841; The Naval Gazetteer; or Seaman's Complete Guide. By Rev. John Malham. *With folding charts.* Boston, 1797; Laws of The United States in Relation to The Naval Establishment. Washington, 1826. Together, 3 vols. 8vo and 12mo, full and half calf (worn). Boston, Washington, various dates  
FIRST EDITION of the first mentioned.  
The last mentioned has the Autograph Signature,—“W. N. Brady, Boats.” on title.
45. NAUTICAL MANUALS. BOWDITCH (NATHANIEL). New American Practical Navigator. New York, 1860; American Coast Pilot. By Edmund Blunt. *With charts,* New York, 1850; Nautical Routine and Stowage. By John Murphy and W. N. Jeffers. New York, 1849. Together, 3 vols. royal 8vo, calf and cloth.  
Various places and dates
46. NAVAL COMMANDERS, ETC. A Collection of 10 portraits of Naval Commanders; Portrait of Winfield Scott; Three naval prints; Engraving of “Last Words of Nathan Hale;” Monstrous Sea Serpent as seen at Cape Ann. Together, 16 pieces, various sizes, some mounted.  
FINE COLLECTION, including prints of the U. S. Frigate *Hudson*; portraits of Johnston, Blakely; Biddle; Elliott; and others.

47. NAVAL ARCHITECTURE. STALKARTT (MARMADUKE). Naval Architecture or the Rudiments and Rules of Ship Building Exemplified in a Series of Draughts and Plans, with Observations tending to the further improvement of that Important Art. *With engraved frontispiece and engraved title-page.* Folio, full mottled calf, rebacked. London, 1781

FIRST EDITION OF THIS EXPLICIT WORK ON THE BUILDING OF VARIOUS CLASSES OF SHIPS, viz., The Yacht, Sloop, Forty-Four Gun Ship, Seventy-Four Gun Ship, Cutter, and the Frigate. Also contains a Dictionary of the technical terms in Naval Architecture.

48. NAVAL CRUISE AROUND THE WORLD. MURRELL (WILLIAM M.). Cruise of the Frigate Columbia around the World, under the command of Commodore George C. Read, in 1838, 1839 and 1840. 16mo, cloth. Boston, 1840

FIRST EDITION. Very interesting narrative of the occurrences during a voyage around the World, in a U. S. Naval vessel.

49. NAVAL, ETC. Remarks of the Hon. Robert F. Stockton of New Jersey . . . upon the Bill to increase the Efficiency of the Army and Navy. . . . Delivered in the Senate . . . January 5, 1853. Washington, 1853; Account of the Reception . . . by the Citizens of New-York to the survivors of the . . . United States Frigates Cumberland and Congress . . . April 10, 1862. New York, 1862; Message from the President of the United States, transmitting Reports relative to rank, &c. in the Army and Navy. January 21, 1851. Washington, 1851; American Steam Navigation. Speech of W. H. Seward, for the Collins Steamers. In Senate . . . April 27, 1852. Washington, 1852; and three others. Together, 7 pieces, 8vo and 12mo, original printed wrappers. Various places, 1851-1863

50. NAVAL HISTORY SOCIETY PUBLICATIONS. A series of 9 publications issued by the Naval History Society. *Portraits, views of ships, and other illustrations.* 1 vol. royal 8vo, 8 vols. 8vo. Together, 9 vols. half vellum and boards, gilt tops, uncut.

New York: Printed by the DeVinne Press, 1911-1917

A COMPLETE AND VERY FINE SERIES OF PUBLICATIONS PERTAINING TO AMERICAN NAVAL HISTORY. Limited issues of from 300 to 700 copies of each. Comprises,—

The Logs of the Serapis—Alliance—Ariel, under the Command of John Paul Jones, 1779-1780. With extracts from Public Documents, Unpublished Letters, and Narratives and Illustrated with Reproductions of Scarce Prints. Edited by J. S. Barnes. 1911.

Fanning's Narrative. Being the Memoirs of Nathaniel Fanning, an Officer of the Revolutionary Navy 1778-1783. Edited and Annotated by John S. Barnes. 1912.

The Despatches of Molyneux Shuldham, Vice-Admiral and Commander-in-Chief of His Britannic Majesty's Ships in North America, January-July, 1776. Edited by R. W. Neeser. 1913.

Out-Letters of the Continental Marine Committee and Board of Admiralty, August, 1776-September, 1780. Edited by Charles O. Paullin. 2 vols. 1914.

Letters and Papers relating to the Cruises of Gustavus Conyngham, A Captain of The Continental Navy, 1777-1779. Edited by Robert Wilden Neeser. 1915.

The Graves Papers and other Documents relating to the Naval Operations of the Yorktown Campaign, July to October, 1781. Edited by French Ensor Chadwick. 1916.

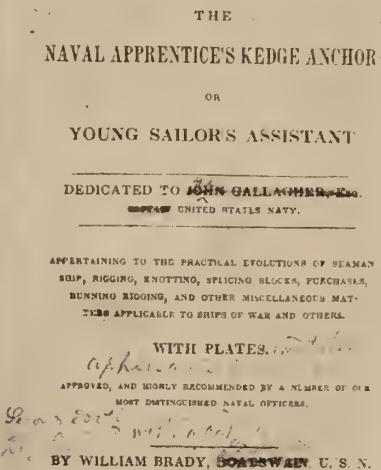
The Papers of Francis Gregory Dallas, United States Navy Correspondence and Journal, 1837-1859. Edited by Garner W. Allen. 1917.

Catalogue of the Books, Manuscripts and Prints and other Memorabilia in the John S. Barnes Memorial Library of the Naval History Society, 1915.

51. NAVAL. MACKENZIE (ALEXANDER S.). The Life of Paul Jones. *Engraved portrait.* 2 vols. 12mo, original cloth, uncut (worn). New York, 1845

Presented to Admiral William N. Brady, by the Author, with inscription in the autograph of Admiral Brady on inside of front cover of Vol. I reading,—“Presented to Wm. N. Brady, by the Author,” and his autograph signature on title-pages.

52. NAVAL MANUAL. BRADY (WILLIAM). The Naval Apprentice's Kedge Anchor; or Young Sailor's Assistant. Appertaining to the Practical Evolutions of Seaman-ship, Rigging, Knotting, Splicing Blocks, Purchases, Running Rigging, and other Miscellaneous Matters applicable to Ships of War and others. Thick 16mo, cloth. New York, 1841



NEW YORK:

[ No. 52 ]

EXCEEDINGLY RARE FIRST EDITION OF THE "KEDGE ANCHOR." THE AUTHOR'S OWN INTERLEAVED COPY, WITH A NUMBER OF CORRECTIONS IN THE TEXT AND NOTES ON THE INTERLEAVES. This copy does not contain the plates. The work was written by William Brady while a Boatswain in the United States Navy; he was afterwards Commandant at the Brooklyn Navy Yard. The above copy was used by him in publishing his second edition of this valuable work.

[Continued]

[52. NAVAL MANUAL—BRADY—*Continued*]

A very fine association item, in that the author has signed the preface "*W. N. Brady, Master, U. S. Navy,*" and his signature "*Wm. Brady*" appears on the fly-leaf. On the inside of the front cover he has written "*W. Brady. U. S. Navy. Private Book.*" In later life he signed himself as "*W. N. Brady.*"

This work, apparently, is not listed in Charles T. Harbeck's compilation "A Contribution to the Bibliography of the History of the United States Navy," privately printed at Riverside Press in 1906.

FIRST AMERICAN BOOK TO BE DEVOTED TO INSTRUCTIONS FOR AMERICAN SAILORS.

SEE ALSO Nos. 7, 239, 240.

[SEE REPRODUCTION]

53. NAVAL PRINTS. ROBINSON (CHARLES N.). Old Naval Prints, their Artists and Engravers. Edited by Geoffrey Holme. *With 96 full-page plates, mostly printed in colors.* 4to, cloth.

London: Published by "The Studio," Limited, 1924

EDITION LIMITED TO 1500 COPIES, of which this is, No. 902.

54. NAVAL TALES. [BARKER (M. H.).] Tough Yarns; a Series of Naval Tales and Sketches to Please all Hands, from the Swabs on the Shoulders down to the Swabs in the Head. By "The Old Sailor." Illustrated by George Cruikshank, with 8 etchings and 9 woodcuts. 12mo, half crimson levant morocco, gilt back and top, uncut, BY ZAEHNSDORF. London, 1835

FIRST EDITION. FINE COPY. The J. Barton Townsend copy, with bookplate.

55. NAVAL TACTICS. MOROGUES (VICOMTE DE). Tactique Navale, ou Traité des Evolutions et des Signaux. Illustrated with rubricated title-page with engraved vignette, and 49 plates. 4to, mottled calf.

Paris, chez H. L. Guerin et L. F. Delatour, 1763

FIRST EDITION OF THIS NOTED NAVAL WORK, written by a French Naval Officer. Besides the 49 plates illustrating Naval Tactics, there are numerous smaller engraved sketches in the chapter on Naval Signals illustrating their uses and meanings.

56. NAVAL TACTICS. HOSTE (PAUL). A Treatise on Naval Tactics. Translated by Captain J. D. Boswall. *Numerous engravings.* 4to, unbound. Edinburgh, 1834
57. NAVAL. WAR OF 1812. [BOWEN (ABEL).] The Naval Monument, containing Official and other Accounts of all the Battles Fought between the Navies of the United States and Great Britain during the late War; and an Account of the War with Algiers. *With 25 engraved and woodcut views, of Naval engagements.* 8vo, full old sheep (worn, some leaves foxed). Boston, 1816  
FIRST EDITION. With a Naval Register of the United States for 1815, containing the name, rank, and date of commissions of all captains, commanders, surgeons, mates, pursers, chaplains and midshipmen. Contains two engraved views of Perry's Victory, with key to each plate.
58. NAVIGATION. GUILLET DE SAINT-GEORGES (GEORGES). Les Arts de l'Homme d'Epée, ou le Dictionnaire du Gentilhomme, divisé en trois parties; dont la Première contient l'Art de Monter à Cheval; la Seconde, l'Art Militaire; et la Troisième, l'Art de la Navigation. Par le Sieur Guillet. Cinquième Edition. *With large engraved folding-plate frontispiece to each of the three parts.* Thick 12mo, vellum. A la Haye, 1688  
The Frontispiece to Part III, at page 303, is a large folding plate showing a French war vessel in full sail, with the Key to the various parts of the same engraved in a double column, to the right of the illustration.
59. PIRACY, ETC. The Bloody Register. A Select and Judicious Collection of the Most Remarkable Trials, for Murder, Treason, Rape, Sodomy, Highway Robbery, Pyracy [etc.] from the year 1700 to the year 1764 inclusive. *Frontispiece.* 4 vols. 16mo, half calf.  
London, 1764

VERY SCARCE. Contains, among others,—Vol. I, p. 17, The Trial of Lewis Guittar and Seventy others for Pyracy; p. 54, An Account of Capt. William Kidd, his Piracies, Trial and Execution; Vol. II, p. 135, Trial of Robert Tipping for Mutiny on board a ship; p. 280, Account of Jack Sheppard; and others.

60. PIRACY AND VOYAGES. KEPPEL (CAPT. THE HON. HENRY). The Expedition to Borneo of H. M. S. Dido for the Suppression of Piracy. *Map.* New York, 1846. *First American Edition;* HALL (CAPTAIN BASIL). Fragments of Voyages and Travels. Second and Third Series. 2 vols. Philadelphia, 1833. Together, 3 vols. 12mo, original cloth.
61. PIRACY AND MANSTEALING. Trial of Capt. Henry Whitby, for the Murder of John Pierce, with Dying Declaration. Also, the Trial of Capt. George Crimp, for Piracy and Manstealing. By an Eminent Reporter. 8vo, cloth. New York, 1812  
Contains President Thomas Jefferson's Proclamation on the Trial. Capt. Whitby commanded the British armed vessel *Leander* and near the entrance to New York harbor fired a shot and killed John Pierce an American Citizen. A most interesting item.
62. PIRATES. A Complete History of the Lives and Exploits of the most remarkable Highwaymen, Pirates, Street-Robbers, Murders, &c. *With three full-page woodcuts of Sir John Falstaff, Edward England, and Sawney Beane.* 8vo, cloth. London, 1757  
VERY SCARCE. Contains the lives of Sir John Falstaff, Dick Low, Jack Hall, William Joyce, Jack Ovet, Tom Gerrard, Capt. John Phillips, Capt. Edward England, Capt. Bart. Roberts, Sawney Beane, Moll Cutpurse, Golden Farmer, Wm. Brown, and Frank Woodmarsh.
63. PIRATES. A Report of the Trial of Pedro Gibert [and eleven other Spaniards] before the United States Circuit Court, on an Indictment Charging them with the commission of an Act of Piracy, on board the Brig Mexican, of Salem. By a Congressional Stenographer. 8vo, cloth, morocco back. Boston, 1834  
FIRST EDITION. Contains a full statement of the testimony, and the arguments of the Counsel, on both sides, the charge of the Court, pronounced by the Hon. Judge Story, and the verdict of the Jury. With an Appendix containing several documents never before published. On the last page a note has been written in a contemporary hand, but the ink has run and made the writing illegible.

64. PIRATES. COTTERILL (C. C.) AND LITTLE (E. D.). Ships and Sailors. Ancient and Modern. A Sketch of the Progress of Naval Art, with Historical Illustrations. *With 42 engravings.* 12mo, half morocco, marbled edges. New York: D. Appleton and Company, 1868  
Beginning on page 207 is a chapter devoted to the characteristics of the Seventeenth Century, Origin of Buccaneers, Manners and Customs, Henry Morgan, the attack and Sack of Panama, Buccaneers in the South Sea and William Dampier.
65. PIRATES. DUNHAM (CAPTAIN JACOB). Journal of Voyages: containing an Account of the Author's Being Twice Captured by the English and once by Gibbs the Pirate; his Narrow Escape when Chased by an English War Schooner; as well as his being cast away and residing with Indians. . . . *Illustrations.* 12mo, cloth (few leaves loose). New York, 1850  
FIRST EDITION.
66. PIRATES. ESQUEMELING (JOHN). Bucaniers of America: or a True Account of the most Remarkable Assaults committed of late Years upon the Coasts of the West-Indies, by the Bucaniers of Jamaica and Tortuga, both English and French. Wherein are contained more especially the unparalleled Exploits of Sir Henry Morgan. . . . The Second Edition Corrected, and Enlarged, with two Additional Relations . . . of Capt. Cook and of Captain Sharp. Now faithfully rendered into English. *4 full-page portraits* (1 remargined), *3 full-page plates*, *4 folding engravings* (1 mounted on linen), *numerous views and plans in text.* In one vol. small 4to, old polished calf. London, 1684-1685  
Title-page of Vol. 2 (part 4) in facsimile, two margins neatly repaired, and text somewhat foxed; in other respects a good, unbleached copy, with unusually wide margins.
67. PIRATES. LAFITTE, or the Baratarian Chief. A Tale. Founded on Facts. 18mo, original boards, cloth back (slightly foxed).  
Wells River, Vt. Printed and Published by Ira White, 1834

[Continued]

[67. PIRATES—LAFITTE—*Continued*]

A RARE VERMONT IMPRINT. Unknown to Sabin, Cushing, and Gilman (bibliographer of Vermont).

A new version of Lafitte's daring exploits from the Gulf of Mexico to the West Indian Islands; his life in New Orleans, and his patriotic activities in the War of 1812. This work must not be confounded with Ingraham's novel "La Fitte," 2 vols. 1836.

68. PIRATES. KNELB (DR. PH. H.). Perilous Incidents in the Lives of Sailors and Travellers. Translated from the German of Dr. Ph. H. Knelb, by a Lady. *With full-page COLORED LITHOGRAPH PLATES.* Small 4to, cloth (worn, tear in margin of one leaf). Philadelphia, 1854

RARE. Contains accounts of Pirate Life, Captivity among the Japanese, A Sea-Fight on the Cuban Coast, Shipwreck, etc.

69. PIRATES. The History of the Pirates, containing the Lives of those Noted Pirate Captains, Misson, Bowen, Kidd, Tew, Halsey, White, and others. . . . Also, An Account of the Piracies and Cruelties of John Augur, William Cunningham, Dennis MacCarthy, William Dowling, and others. . . . To which is added a Correct Account of the Late Piracies committed in the West Indies; and the Expedition of Com. Porter. *Frontispiece.* 16mo, boards, leather back (small portion of title torn). Haverhill, Mass., 1825

70. PIRATES. The Startling, Thrilling & Interesting Narrative of the Life, Sufferings, Singular and Surprising Adventures of Fanny Templeton Danforth. *Woodcut portrait of Mrs. Danforth on title, repeated on cover, frontispiece woodcut, repeated on back cover and full-page woodcut illustration at end.* 8vo, original wrappers.

Philadelphia, 1849

Interesting pamphlet relating the adventures of Miss Templeton, afterwards Mrs. Danforth, who, disguised in the uniform of a midshipman, went in search of her lover, an officer in the United States Navy, and was taken prisoner by the pirate ship *Demon-of-the-Seas*, May 17th, 1848. She was rescued by the crew of the U. S. Man-of-War *Macedonian*, led on by her lover, just as she was to have been burned alive by her captors "The Pirates of the Isle of Pines."

71. PORTRAIT OF A YOUNG LADY. *Dry-point etching, tinted.*  
Signed, in pencil,—*Helleu.* Height, 23; width, 18 inches.  
Framed.
72. PRIVATEERS, ETC. LITTLE (GEORGE). *The American Cruiser; a Tale of the Last War. Illustrations.* Boston, 1847; ANONYMOUS. *Maritime Scraps, or Scenes in the Frigate United States During a Cruise in the Mediterranean.* By a Man-of-War's-Man. Boston, 1838. Together, 2 vols. 12mo, cloth. Boston, 1838-1847  
*FIRST EDITIONS. BOTH RARE.* The first mentioned deals with the period during the War of 1812, and gives accounts of Privateers, engagements with British ships, narratives, etc.
73. PUBLIC DOCUMENTS. Message from the President of the United States, to the Two Houses of Congress, at the Commencement of the First Session of the Thirtieth Congress. December 7, 1847. *Two Copies*, one of which does not contain the "Report of the Secretary of the Navy" and "Report of the Secretary of War." 2 vols. 1847; Message from the President of the United States to the Two Houses of Congress, at the commencement of the Second Session of the Thirtieth Congress. December 5, 1848. Washington, 1848. *Folding maps and plans.* 3 vols. 8vo, full sheep.  
Washington, 1847-1848  
With the autograph signature of "*W. N. Brady,*" Commandant of the Brooklyn Navy Yard, and author of "Kedge Anchor."
74. QUEBEC, The Capital of New France, a Bishoprick and Seat of the Soverain Court. *Engraving IN COLORS.* Length, including margins: 10 $\frac{1}{4}$  inches; height: 8 $\frac{1}{2}$  inches. (Tear across print neatly repaired; back strengthened with thin paper.) Engraved and Printed by Thos. Johnston for Steph. Whiting. [Boston, 1759]  
Stauffer (No. 1505) says the plate was advertised for sale in the Boston *Evening Post*, Oct. 1, 1759.  
OF EXTREME RARITY.

75. SAILBOATS. FOLKARD (HENRY C.). *The Sailing Boat: A Description of English and Foreign Boats, their Varieties of Rigs, etc.* *Full-page and text engravings.* 12mo, original cloth (slightly stained; name on title). London, 1853  
FIRST EDITION.
76. SAILOR'S MAGAZINE (THE) and Naval Journal, Published by the American Seamen's Friend Society. Published Monthly. Vol. XIX, ending August, 1847. 8vo, half roan, gilt back (slightly worn). New York, 1847  
Passages on Whales and Whaling will be found on pp. 49, 211, 266, 337 and 353.
77. SEA ADVENTURES. ANONYMOUS. *Jack Lawrence; or, The Adventures of a Cabin Boy, founded on Facts; and Designed as A Companion for Jack Halyard.* *Illustrated with engravings.* 16mo, original printed boards, half roan. Philadelphia, 1836  
VERY INTERESTING. Contains views of ships.
78. SEA ADVENTURES. LEECH (SAMUEL). *Thirty Years from Home, or a Voice from the Main Deck.* *With woodcut illustrations.* 16mo, original cloth. Boston, 1843  
RARE FIRST EDITION. The Author was six years on a man-of-war and describes interestingly his various experiences.
79. SEA-HORSES. LAMONT (JAMES). *Seasons with the Sea-Horses; or Sporting Adventures in the Northern Seas.* *Frontispiece and illustrations, engraved title, and folding map.* 8vo, cloth. New York, 1861
80. SEAMAN'S ASSISTANT. HASELDEN (THOMAS). *The Seaman's Daily-Assistant, being a Short, Easy, and Plain Method of Keeping a Journal at Sea. . . . Small 4to, full contemporary calf.* Dublin, 1766  
AN INTERESTING ITEM. Containing rules showing how the allowances for leeway, variation, heave of the sea, set of currents, &c. are to be made; and to correct the Dead-Reckoning by an Observation, in all cases: and also all the Tables that are in any ways necessary for the Seaman's Use in keeping a Journal.

81. SEAMAN'S PREACHER. RYTHON (JOHN). *The Seaman's Preacher; consisting of Nine Short and Plain Discourses on Jonah's Voyage. Addressed to Mariners. A New Edition Revised and Corrected. With a Preface by the Rev. John Newton.* 12mo, new sheep.  
Cambridge (Mass.), 1806
82. SEA SONGS. DIBDIN (CHARLES). *The Sea Songs of Charles Dibdin: With a Memoir of his Life and Writings by William Kitchiner, M.D.* Royal 8vo, half roan.  
London, 1823  
*FIRST EDITION.* The music accompanies the songs and is engraved throughout.
83. SHIPBUILDING. KONIJNENBURG (E. VAN). *Shipbuilding from its Beginnings. Profusely illustrated.* Vol. I, text, Vols. II and III, plates. Together, 3 vols. oblong small folio, boards.  
Brussels [1906]  
*Published by the Permanent International Association of Congresses of Navigation.* Each plate contains several figures; in all there are about 427 specimens.
84. SHIP MODELS. *Introduction to Drawing Ships. A series of 8 fine mezzotint engravings (containing 10 illustrations) depicting various ships and parts of ships.* Published 12 May 1794 by Laurie & Whittle . . . In one vol. 4to, half blue morocco.  
London, 1794  
*A BEAUTIFUL SERIES.* The plates comprise,—A Ninety-Eight Gun Ship on the Stocks, Groope Heads for Large Ships, The Quarter of a First Rate Ship of War, Heads with the Outwater, The Stern and Quarter of a Seventy-Four Gun Ship, The Head & Stern of a Frigate (two illustrations on one plate), The Stern & Profile views of a Cutter (2 illustrations on one plate), The Quarter View of a Thirty-Six Gun Frigate.
85. SHIPPING. LINDSAY (W. S.). *History of Merchant Shipping and Ancient Commerce. Numerous engraved illustrations, some folding maps.* 4 vols. 8vo, cloth, uncut.  
London, 1874  
*INTERESTING HISTORY,* including descriptions and accounts of maritime commerce from the ancient galleys to steamboats.

86. SHIPPING. CULVER (HENRY B.). *The Book of Old Ships and Something of their Evolution and Romance.* *With a number of original designs of shipping compiled from authentic sources, drawn by Gordon Grant.* 4to, boards, gilt top, uncut. Garden City, New York, 1924

FLOTILLA EDITION, LIMITED TO 750 COPIES, OF WHICH THIS IS, NO. 112, with the frontispiece signed by the artist, in pencil,— “Gordon Grant.”

Contains drawings and descriptions of many varieties of vessels, showing their development from most remote times; also, dissertations upon the origins of shipping, etc.

87. SHIPPING. *The Ship-Master's Assistant and Owner's Manual;* containing Complete Information, as well to Merchants, Masters of Ships, and Persons employed in the Merchant-Service, as to Officers and others in the Royal Navy, relative to the Mercantile and Maritime Laws and Customs. *With frontispiece of a First-Rate ship of war with rigging, and a plate of the Section of a First-Rate ship.* 12mo, cloth. London, 1794

VERY INTERESTING. Contains the leaf “Explanation of the References on the Plate, Describing a section of a First-Rate Ship” and “Explanation of the References on the Plate Describing the Rigging, &c. of a First-Rate Ship.” This is the Fifth Edition, considerably improved and enlarged.

88. SHIP'S NEWSPAPER. *Shenandoah's Organ.* Devoted to the Interest of the Forecastle and After Guard. Published Monthly. Vol. I, No. 1, June 1, 1880, U. S. Flag Ship Shenandoah. 4pp. 4to. 1880

VERY INTERESTING AND SCARCE. This particular number was printed at Montevideo, Uruguay. Bears the following colophon: “Imprenta de El Siglo—Montevideo.” It is probable that there was no other issue.

89. SHIPS. FOLKARD (HENRY COLEMAN). *The Sailing Boat.* *With numerous illustrations and diagrams.* 4to, cloth, gilt. London, 1901

A treatise on sailing boats, small yachts, fishing and shooting boats, sailing chariots and ice yachts.

90. SHIP'S RIGGING. *The Art of Rigging, containing an Alphabetical Explanation of the Terms, Directions for the Most Minute Operations, and the method of Progressive Rigging, with full and correct Tables and the Dimensions and Quantities of Every Part of the Rigging of all Ships and Vessels. With a number of fine plates.* 8vo, new full sheep. London [1818]

AN EXCEPTIONALLY FINE WORK. Contains 9 charts (should be 10), showing the various knots used, parts of rigging, fore and aft sails of a twenty-gun ship, the square sails and driver of a twenty-gun ship, plates containing views of four vessels. An explanation accompanies each plate. Unfortunately a portion of Plate No. 3 is lacking, and a small piece has been torn from the lower margin of title-page, injuring the imprint.

91. SHIPS. FORAIT (M.). *Traité Elémentaire de la Mâture des Vaisseaux. With numerous folding illustrations of masts; engraved vignette on title, head- and tail-pieces.* 4to, boards, contemporary calf back. Paris, 1788

RARE and in excellent condition.

- 91A. SHIPS AND SHIPPING. *A Collection of Pictures including many American vessels painted by Antoine Roux and his Sons, frontispiece in TWO STATES, one on Japanese vellum paper, in COLORS.* With Introductory Text by Louis Brès and Reminiscences by Edouard Gaubert. Translated and Annotated by Alfred Johnson. Imperial 8vo, boards, gilt top.

Salem: Marine Research Society, 1925

EDITION LIMITED to 97 copies, of which this is, No. 13.

92. SHIPWRECK. *A Full and Particular Account of all the Circumstances attending the Loss of the Steamboat Lexington, in Long-Island Sound, on the night of January 13, 1840. Woodcut frontispiece.* 32pp. 8vo, original wrappers. Providence, 1840

93. SHIPWRECK. *An Account of the Loss of the Wesleyan Missionaries . . . in the Maria Mail-Boat off the Island of Antigua, in the West Indies, February 26, 1826. Second Edition.* 12mo, cloth. London, 1826

94. SHIPWRECK. WILSON (CAPT. HENRY). An Account of the Pelew Islands situated in the Great South Sea. Composed from the Journals of Capt. Henry Wilson, and his Officers; who, in August, 1783, were there Shipwrecked in the Antelope Packet. 18mo, original paper covered wood covers, rebacked. New York, 1796

VERY SCARCE EDITION. This work was printed by Tiebout & O'Brien for Evert Duyckinck and Co.

95. SHIPWRECKS, ETC. WILSON (CAPT. HENRY). An account of the Pelew Islands, situated in the Great South Sea. Composed from the Journals of Capt. Henry Wilson. Wilmington, 1794; [MACKENZIE (A. S.).] Popular Essays on Naval Subjects. (Front fly-leaf missing.) New York, 1833; A Narrative of the Shipwreck, Captivity and Sufferings of Horace Holden and Benj. H. Nute . . . on the Pelew Islands. (Lacks frontispiece). Boston, 1836. Together, 3 vols. 16mo, original cloth and half leather. Various places and dates

Captain Wilson, the author of the first mentioned, was shipwrecked in the *Antelope Packet* in August, 1783. The second volume mentioned is the FIRST EDITION of the Essays which trace the construction of ships from the Phoenicians to modern times.

96. SHIPWRECK. A Narrative of the Loss of the Kent, by Fire, in the Bay of Biscay, on the First of March, 1825. In a Letter to a Friend, by a Passenger. Woodcut. 18mo, original boards, roan back. Boston, 1830

97. SHIPWRECK. BULKELEY (JOHN) AND CUMMINS (JOHN). A Voyage to the South Seas, in the Years 1740-1. The Second Edition, with Additions. Small 8vo, calf (binding damaged, text foxed.)

London, Printed. Philadelphia: Reprinted . . . 1757

Contains a faithful Narrative of the loss of his Majesty's ship the *Wager*, on a desolate island, with the proceedings and conduct of the crew, and the hardships they endured, . . . with many things not published in the first edition.



DANIEL FOSS,

{A Native of Elton, Maryland.]

o lived Five Years upon a barren Island, in the Pacific Ocean, without seeing the face of any human creature;

JOURNAL  
OF THE  
SHIPWRECK AND SUFFERINGS

of  
DANIEL FOSS,

[A Native of Elton, Maryland.]

was the only person saved from on board the  
Negociator, of Philadelphia, which foundered in the  
Pacific Ocean, on the 26th Nov.  
1809—and who lived five years on a small  
barren Island during which time, he sub-  
sist ed on Seals, and never saw the face  
of any human creature.

The public may rely on the truth of the pro-  
ceeding narrative of the Shipwreck and suffer-  
ings of D. Foss, who is now living with his  
wife at Elton (Maryland) and has de-  
posited in the Philadelphia Museum, the  
seals which he highly prized, and on  
which he kept a reckoning of the  
number of days he passed on the  
deserted Island.

BOSTON—Printed for N. COVERLY, Jr. 1815.

[ No. 98 ]

98. SHIPWRECK. A Journal of the Shipwreck and Sufferings of Daniel Foss, (A Native of Elton, Maryland,) who was the only person saved from on board the brig Negociator, of Philadelphia, which foundered in the Pacific Ocean, on the 26th Nov. 1809—and who lived five years on a small barren Island . . . *With a curious woodcut frontispiece* (mounted). 12mo, cloth (few margins repaired).

Boston: Printed for N. Coverly, Jr. 1815

EXCEEDINGLY RARE.

[SEE REPRODUCTION OF WOODCUT AND TITLE]

99. SHIPWRECKS. DUNCAN (P.). Authentic and Interesting Accounts of the Most Popular Shipwrecks, that have occurred from Ancient Date to the Present Time. 8vo, half calf (worn).

Plymouth: Printed for the Author, *circa* 1825

A MOST INTERESTING WORK ON SHIPWRECKS, including an account of the loss of the American ship, *Hercules*.



[ No. 100 ]

100. SHIPWRECK. A Narrative of the Shipwreck and Unparalleled Sufferings of Mrs. Sarah Allen, (late of Boston) on her passage in May last from New York to New Orleans. The Second Edition. *With a folding woodcut plate, depicting the wrecked ship, and Mrs. Allen in the act of Praying.* 12mo, cloth, uncut, original printed wrappers bound in, the front wrapper with a view of the wrecked vessel.

Boston: Printed for N. Coverley, Jun. 1816  
AN EXCEEDINGLY RARE NARRATIVE AND A VERY FINE COPY.

[SEE REPRODUCTION OF FOLDING PLATE AND TITLE]

101. SHIPWRECKS. CAMPBELL (ARCHIBALD). A Voyage Round the World, from 1806 to 1812 . . . including a Narrative of the Author's Shipwreck on the Island of Sannack . . . with an Account of the present state of the Sandwich Islands, and a vocabulary of their Language. *With map.* New York, 1817; ANONYMOUS. Perils of the Ocean, or Disasters of the Seas. *With 2 engravings.* New York, no date. Together, 2 vols. 16mo and 12mo, full calf and printed boards.

New York, 1817 and *circa* 1830

Both scarce works.

102. SHIPWRECK. [CUTLER (B. C.).] *Twelve Hours on the Wreck; or, The Stranding of the Sheffield.* *With a number of woodcuts by Anderson.* 16mo, original printed boards with woodcut on front cover.

New York, 1844

FIRST EDITION AND SCARCE.

103. SHIPWRECK. ELLMS (CHARLES). *The Tragedy of the Seas; or, Sorrow on the Ocean, Lake, and River, from Shipwreck, Plague, Fire and Famine.* *A great number of curious woodcuts of shipwrecks, scenes, etc.* 12mo, cloth.

New York, 1848

A SCARCE WORK, giving accounts of thirty-seven shipwrecks, including the wreck of the American whaling ship *Mentor* in the Pelew Islands, also narratives of the crews.

104. SHIPWRECKS. EXTRAORDINARY HARDSHIPS and Adventures of Captain David Woodward, and five Companions, who lost their Vessel, The Resistance, and afterwards their Boat, at Sea, including their escape from the Malays, after a Captivity of near Three Years, and the horrid Murder of Archibald Millar. No date; *THE DESTRUCTION of the Boyne, First Rate Man of War . . . by a Most Rapid and Tremendous Fire, on . . . May 4, 1795 . . . Interspersed with Interesting Anecdotes and Occasional Remarks . . .* No date. Together, 2 vols. 12mo, cloth, uncut.

London: Thomas Tegg [1800]

105. SHIPWRECK. JEWITT (JOHN R.). A Narrative of the Adventures and Sufferings of John R. Jewitt; only survivor of the crew of the Ship Boston, during a Captivity of nearly three years among the savages of Nootka Sound. *With plate.* Middletown, 1815; [SHERMAN (JOHN H.).] *A General Account of Miranda's Expedition, including the Trial and Execution of ten of his Officers.* New York, 1808. Together, 2 vols. 12mo, full old sheep.

Middletown and New York, 1808-1815

FIRST EDITIONS. Both are scarce works.

106. SHIPWRECKS. INTERESTING NARRATIVE of the Loss of the Halsewell, East Indiaman, Captain Richard Pierce, which was unfortunately wrecked at Seacombe, in the Isle of Purbeck . . . January 6, 1786 . . . Also an account of the Destruction of the New Hoorn, Dutch East-Indiaman by Fire. No date; AUTHENTIC NARRATIVE of the Loss of the Ville de Paris . . . about five months after she was captured from the Enemy, in the Glorious Victory obtained by Admiral Sir George Bridges Rodney, April 12, 1782 . . . Also the particulars of the Sanguinary Engagement between his Majesty's Ship, Amethyst, and the French National Frigate, La Thetis. No date. Together, 2 vols. 12mo, new cloth, uncut.

London: Thomas Tegg [1800]

107. SHIPWRECK. Loss of the Antelope Packet, in the Service of the British East-India Company, Henry Wilson, Commander, which struck on the Breakers off Pelew Island, August 9, 1783, and the consequent Introduction of the English to the Natives of Pelew, together with Manners and Characters of Abba Thulle, the King . . . 12mo, cloth, uncut.

London: Thomas Tegg [1810]

108. SHIPWRECK. PADDOCK (JUDAH). A Narrative of the Shipwreck of the Ship Oswego, on the Coast of South Barbary, and of the Sufferings of the Master and the Crew while in Bondage among the Arabs. Interspersed with Numerous Remarks upon the Country and its Inhabitants and Concerning the Peculiar Perils of that Coast. 8vo, cloth, morocco back.

New York: Published by Collins & Co., 1818

FIRST EDITION. VERY SCARCE. An exceedingly interesting narrative. THIS COPY CONTAINS THE EXCEEDINGLY RARE LEAF OF APPENDIX (ERRATA ON VERSO) WHICH IS USUALLY MISSING. The narrative is terminated with the word "finis," the following leaf, therefore, being frequently overlooked.

109. SHIPWRECK, NARRATIVES, ETC. ISAACS (N. P.). Twenty Years Before the Mast, or Life in the Forecastle. Being the Experience and Voyages of Nicholas Peter Isaacs. Written by Himself, and revised by the Editor of "Thirty Years from Home." 16mo, original cloth.

New York, 1845

FIRST EDITION. Contains account of his escapes from wild beasts, dangers of war, British press-gangs, frequent shipwrecks; together with a mass of other interesting facts.

110. SHIPWRECK, NAVAL EXPERIENCES, ETC. LEECH (SAMUEL). Thirty Years from Home, or a Voice from the Main Deck. *Full-page woodcuts.* 16mo, original cloth.

Boston, 1843

FIRST EDITION. These are the experiences of the author who was for six years in the British and American Navies, was captured in the British Frigate *Macedonian*, afterwards entered the American Navy, and was taken in the United States Brig *Syren*, by the British Ship *Medway*.

111. SHIPWRECK. [PEIRCE (N.). An Account of the Great Dangers and Distresses and the Remarkable Deliverance of Capt. Nathanael Peirce, who sailed from Portsmouth, in New Hampshire . . . and being taken up at Sea, was carried to Oporto.] pp. 3-20, 12mo, boards, uncut. [Boston: Edes and Gill, 1756]

EXCEEDINGLY RARE. Unfortunately this volume lacks the title-page.

112. SHIPWRECK. SAUNDERS (ANN). Narrative of the Shipwreck and Sufferings of Miss Ann Saunders, who was a passenger on board the Ship Francis Mary, which foundered at sea on the 5th Feb. 1826, on her passage from New Brunswick to Liverpool. 12mo, cloth. (Small portion missing from right-hand margin of title-page and leaf of recommendation, deleting a few words.)

Providence, 1827

VERY SCARCE.

113. SHIPWRECK. TABER (CAPTAIN CHARLES S.). A Narrative of a Shipwreck in the Fiji Islands. 1840. *Portrait.* 4to, limp leather (rubbed).

No place: Privately Printed, 1894

RARE.

114. SHIPWRECK. The Ancient Wreck. Loss of the Sparrow-Hawk in 1626. Remarkable Preservation and Recent Discovery of the Wreck. *Plan.* 12mo, cloth, original wrappers bound in. Boston, 1865

SCARCE. The wreck of the *Sparrow-Hawk*, which sailed from England for Virginia in the fall of 1626 with a large number of emigrants, was discovered in 1863 off Cape Cod.

115. SHIPWRECK. The True and Affecting History of Henrietta de Bellgrave; a woman born only for Calamities . . . Containing a Series of the most uncommon adventures that ever befel one person by Sea and Land; giving an ACCOUNT OF HER SHIPWRECK; her falling into the Power of a Villain, her rescue by a Party of Indians. . . . *Frontispiece, Colored.* 12mo, new sheep.

New York, 1823

RARE.

116. SHIPWRECK. WILLOCK (JOHN). The Voyages and Adventures of John Willock, Mariner. Interspersed with Remarks on different Countries in Europe, Africa, and America; with the Customs and Manners of the Inhabitants and a Number of Original Anecdotes. *With engraved frontispiece.* 12mo, full calf (rebacked).

Philadelphia: Printed for George Gibson, 1798

VERY SCARCE. With list of subscribers' names at end.

117. SHIPWRECK AND CAPTIVITY. [BRADLEY (MRS. E.).] An Authentic Narrative of the Shipwreck and Sufferings of Mrs. Eliza Bradley, wife of Capt. James Bradley, of Liverpool, Commander of the Ship Sally, which was wrecked on the coast of Barbary, in June 1818. Written by Herself. 12mo, new boards. Boston, 1821

FIRST AMERICAN EDITION.

118. SHIPWRECK AND MEMOIRS. BINGLEY (THOMAS). Tales of Shipwrecks and other Disasters at Sea. Boston, 1859; ANDERSON (REV. W. H.). The Catholic Crusoe: Adventures of Owen Evans. Given from the original Ms. by Rev. W. H. Anderson. London, n. d.; MAXWELL (W. H.—Editor). The Naval and Military Remembrancer. London, 1840. *Illustrations*. Together, 3 vols. 12mo, cloth.

London and Boston, 1840, 1859, and no date  
The second and third mentioned are FIRST EDITIONS.

119. SINCLAIR (SIR JOHN). Thoughts on the Naval Strength of the British Empire. In Two Parts. The Second Edition, to which is prefixed, the Correspondence between the late Lord Mulgrave and the Author. 8vo, full contemporary crimson morocco, sides with elaborately gilt tooled borders, gilt back and edges.

London, 1795

FROM THE COLLECTION OF KING WILLIAM FOURTH OF ENGLAND, PRESENTED TO HIM, WHILE DUKE OF CLARENCE, BY THE AUTHOR. With inscription by the author on fly-leaf preceding the title-page, reading,—“*To His Royal Highness The Duke of Clarence. From the Author. As a mark of his particular respect. November, 1801.*”

With bookplate of William IV bearing his Arms as Duke of Clarence; also bookplate of his younger son Adolphus Fitzclarence.

120. SLAVE TRADE. BENEZET (ANTHONY). Some Historical Account of Guinea . . . with an Inquiry into the Rise and Progress of the Slave-Trade, its Nature and Lamentable Effects. Also a Re-publication of the Sentiments of several Authors of Note, on this interesting Subject; particularly an Extract of a Treatise by Granville Sharp. Small 8vo, old calf.

Philadelphia: Joseph Crukshank, 1771

The “Treatise by Granville Sharp” fills 36 pages and has separate title and pagination. Following it are extracts from other writers and an Index.

121. SLAVE TRADE, EARLY. HAWKINS (JOSEPH—"Of New York"). A History of a Voyage to the Coast of Africa and Travels into the Interior of that Country; containing descriptions of the Climate and Inhabitants, and interesting particulars concerning the Slave Trade. *Engraved frontispiece.* 12mo, full contemporary calf.

Philadelphia, 1797

FIRST EDITION. With an extensive account of the Slave Trade and the people engaged in this traffic. Frontispiece shows a curious portrait of the Author, who was blind.

122. SOUTH SEAS. FANNING (EDMUND). Voyages to the South Seas, Indian and Pacific Oceans, China Sea, North-West Coast, Feejee Islands, South Shetlands, etc. etc. With an Account of the New Discoveries made in the Southern Hemisphere, between the years 1830-1837, also the Origin, Authorization, and Progress of the First American National South Sea Exploring Expedition. Second Edition. *Lithographed frontispiece by N. Currier.* 12mo, cloth.

New York: William H. Vermilye, 1838

THIS VOLUME CONTAINS THE FIRST PRINT OF A SHIP LITHOGRAPHED BY N. CURRIER. The plate is titled: "Attack and Massacre of Crew of Ship Tonquin by the Savages of the N. W. Coast."

123. SOUTH SEAS. MORRELL (ABBY JANE). Narrative of a Voyage to the Ethiopic and South Atlantic Ocean, Indian Ocean, Chinese Sea, North and South Pacific Ocean, in the years 1829, 1830, 1831. *Portrait.* 12mo, full blue levant morocco, Jansenist, uncut.

New York, 1833

FIRST EDITION AND A FINE COPY OF AN EXTREMELY SCARCE BOOK. This is an account of a voyage in the schooner *Antarctic* on which Mrs. Morrell accompanied her husband, Capt. Benjamin Morrell, who also wrote a narrative of the voyage from which Poe got his inspiration for "Arthur Gordon Pym."

124. SOUTH SEAS. PERKINS (EDWARD). *Na Motu; or, Reef-Rovings in the South Seas.* *Lithograph illustrations.* New York, 1854; HAZEN (DAVID A.). *Five Year's Before the Mast.* Philadelphia, 1854; [A Whaleman's Adventures; or, Life in the Sandwich Islands.] (Lacks title.) Unbound. N.p.n.d.; *A Captain of the Vanished Fleet.* New York [1915]. Together, 4 vols. 12mo, cloth, and unbound. Various places and dates
125. SOUTH SEAS. TAYLOR (FITCH W.). *The Flag Ship: or a Voyage Around the World in the U. S. Frigate Columbia.* *Frontispiece.* 2 vols. 8vo, original cloth (back to Vol. I damaged, Vol. II loose in binding).  
New York, 1840  
*FIRST EDITION.* Contains a detailed account of Tahiti and the Sandwich Islands. With a description of the customs and superstitions of inhabitants in the Malay Peninsula, including a complete Siamese "Dream Book."
126. SPANISH NAVAL ARCHITECTURE. ARTINANO (GERVASIO DE). *La Arquitectura Naval Española (en Madera).* *Bosquejo de sus Condiciones y Rasgos de su Evolucion.* Extensively illustrated with full-page engravings and photographic reproductions, many in colors, and text reproductions. Thick 4to, cloth, vellum back, uncut.  
Madrid: For the Author, 1920  
*A MOST EXTENSIVE AND COMPLETE WORK ON THE SPANISH NAVY RELATIVE TO ITS GROWTH AND DEVELOPMENT, from Medieval times to the XIXth Century, DEPICTING BY WORD AND PICTURE the construction of the various types of sailboats. Extensively illustrated with 80 FULL-PAGE PHOTOGRAPHIC REPRODUCTIONS, SOME IN COLORS, OF EARLY NAVAL PRINTS AND PORTRAITS. Among the engravings are numerous reproductions of plans and details of Naval constructions and engineering feats.*
127. SWEDISH MERCHANT SHIP. *Nave Mercantile Svedese.* Copperplate, COLORED. Giacomo Taliagambe, deli. Fambrino inci. Height, 19; length, 27 inches. Framed.  
Eighteenth Century  
Depicts a Swedish merchantman, with sails unfurled, firing a salvo.

128. TALES ABOUT THE SEA. LITTLE (GEORGE). *Life on the Ocean or Twenty Years at Sea. Woodcut illustrations.* New York, 1852; [NEALE (W. J.).] *Paul Periwinkle; or, The Pressgang. With steel engravings by "Phiz."* London [1841]; AUSTIN (JANE G.). *Nantucket Scraps.* Boston, 1883. Together, 3 vols. 12mo, cloth.

Various places and dates

129. TALES ABOUT THE SEA. MELVILLE (HERMAN). *Omoo.* New York, 1855; *Typee.* New York 1871; BULLEN (FRANK T.). *A Sack of Shakings.* New York, 1901. Together, 3 vols. 12mo, cloth.

Various places and dates

130. TORREY (F. P.). *Journal of the Cruise of the United States Ship, Ohio, Commodore Isaac Hull, Commander, in the Mediterranean, in the years 1839–1841.* 16mo, cloth.

Boston: Printed by Samuel N. Dickinson, 1841

Privately printed from the manuscript as prepared by the author, at the solicitations of his shipmates. It contains many interesting anecdotes relative to this, the first cruise of the ship, biographical notices of Commodore Hull, and the officers and members of the crew, and incidents, not found elsewhere.

131. VOYAGES. LYON (G. F.). *A Brief Narrative of an Unsuccessful Attempt to reach Repulse Bay, through Sir Thomas Rowe's "Welcome," in his Majesty's ship Griper, in the year MDCCCXXIV. With 6 full-page engravings by Finden.* 1825; ANSON (GEORGE). *A Voyage Round the World, 1740–4. Frontispiece and title-vignette.* 1853. Together, 2 vols. full calf and half calf (last mentioned worn).

London, 1825–1853

FIRST EDITION OF THE FIRST MENTIONED. The first mentioned contains an account of communication with a distressed whaler. The second mentioned contains an account of Anson's voyage along the coast of South America and Mexico with discoveries in the interior of Mexico.

132. VOYAGE. ALLEN (GEORGE L.). *The Pilgrimage of the Ticonderoga.* 12mo, original printed boards with woodcut view of the *Ticonderoga* on front cover.

San Francisco: Francis, Valentine, & Co. 1880

PRIVately PRINTED. There is no place or date given on the title-page, but the above imprint is on the front cover. The cruise of the U. S. S. *Ticonderoga* was made for the advancement of American commerce in the year 1878. Gives a chart of the ports visited and distance run during the cruise, description of the vessel, list of the names of the officers and crew.

133. VOYAGES. FANNING (EDMUND). *Voyages round the World; with selected Sketches of Voyages to the South Seas, North and South Pacific Oceans . . . between the years 1793 and 1832.* *With lithograph plate of the ship "Aspia," and two folding views* (one with portion missing). New York, 1833. FIRST EDITION, *with autograph signature of Commodore Balch on title-page;* COLTON (REV. W.). *Deck and Port; or, Incidents of a Cruise in the United States Frigate Congress to California.* *Portrait, and COLORED lithograph view of San Francisco in 1846.* New York, 1856. *With Autograph Signature of Rear-Admiral Brady on title-page, and twice on inside of front cover;* HEADLEY (J. T.). *Darien Exploring Expedition.* *Woodcut views.* [New York, 1855.] Excerpt from Harper's Weekly, pasted on leaves of a small 4to volume. Together, 3 vols. 8vo, 12mo and small 4to.

134. VOYAGES. A JOURNAL of the Travels and Sufferings of Daniel Saunders, jun. A Mariner on board the Ship Commerce of Boston, Samuel Johnson, Commander, which was cast away . . . on the Coast of Arabia, July 10, 1792. Square 16mo, original sheep and end-papers (margin of last leaf frayed, text not affected).

Leominster, Mass., 1797

VERY SCARCE. Printed by Charles Prentiss for Robert B. Thomas, founder of the "Farmer's" Almanac.

135. VOYAGE FROM MAINE TO CALIFORNIA. LAMSON (J.).  
Round Cape Horn. Voyage of the Passenger-Ship James W. Paige, from Maine to California in the year 1852. *With small cuts of ships.* 12mo, original half cloth. Bangor, 1878

FIRST EDITION, and probably privately printed. The author has recorded at the end some anecdotes and scenes of the characteristics and habits of a portion of the people of California in 1852. Also gives an account of a narrow escape from shipwreck, and other interesting narratives.

136. VOYAGES. MOLL (HERMAN.) *Atlas Manuale: or, a New Sett of Maps of all the Parts of the Earth, as well Asia, Africa and America, as Europe. Wherein Geography is Rectify'd. . . . With 43 fine maps engraved on copper.* 8vo, boards, leather back.

London: Printed for [A] and J. Church, 1713

Contains 10 maps of AMERICAN INTEREST, including: "America;" "The Isle of California, New Mexico, Louisiane, the river Misisipi and the lakes of Canada;" and others.

137. WHALE FISHERY OF NEW ENGLAND. An Account, with Illustrations and . . . Anecdotes. *42 illustrations of whaling-ships and incidents of whale-fishing.* 8vo, original wrappers. Boston, 1915

ONLY A SMALL EDITION PRINTED FOR PRIVATE CIRCULATION.

138. WHALE FISHERY. TABER (CHARLES). Rhymes from a Sailor's Journal. 12mo, original cloth.

[Cambridge] Printed for the Author at the Riverside Press, 1873

RARE. Only a small edition printed for private distribution. The poems, many of which relate to the Whale Fishery, were written at sea, on a New Bedford ship.

139. WHALING. BEANE (J. F.). From Forecastle to Cabin. *Illustrated by the author.* 8vo, cloth. New York, 1905

FIRST EDITION. The story of a cruise in many seas, taken from a journal kept each day, wherein was recorded the happenings of a voyage around the world in pursuit of whales.

140. WHALING. A Collection of about 40 clippings from newspapers and magazines relating to news of whaling and whaling vessels. *Numerous illustrations.* Mainly mounted.

The above includes interesting tales of wrecks, tells of the decline of the whaling industry, whaling stories, etc.

141. WHALING. A Whaling Voyage in the Bark "Willis" 1849-1850. The Journal kept by Samuel Millet. *Illustrations and facsimile.* 8vo, cloth.

Boston: Privately Printed, 1924

Unusually interesting log, with some marginal notes about other whalers mentioned in the text.

142. WHALING. BEALE (THOMAS). The Natural History of the Sperm Whale. To which is added, a Sketch of a South-Whaling Voyage. [Second Edition.] *Plates.* Small 8vo, cloth, gilt edges (binding loose).

London, 1839

143. WHALING. BROWNE (J. Ross). Etchings of a Whaling Cruise, with Notes of a Sojourn on the Island of Zanzibar. To which is appended a Brief History of the Whale Fishery, Its Past and Present Condition. *With numerous engravings on wood and steel.* 8vo, cloth (poor copy).

New York, 1846

FIRST EDITION.

144. WHALING. [CHEEVER (REV. HENRY T.).] The Whaleman's Adventures. Edited by the Rev. W. Scoresby. *Full-page lithographs of whaling scenes.* 12mo, cloth (worn).

London, 1860

PROBABLY THE AUTHOR'S OWN COPY. Throughout the volume, in the margins and in the text, are numerous corrections and emendations, the author probably using the above copy in publishing a later edition of the work. The title has the following words, shown in italics, added to it: "*The Whale and his Captors or, The Whaleman's Adventures, and The Whale's Biography, By Rev. Henry T. Cheever. Edited by Rev. W. Scoresby.*" On the fly-leaf and extending on to the half-title is a manuscript transcript of a description of the way the ancients captured a whale, taken from Oppian's Halicutics.

145. WHALING. CHEEVER (REV. HENRY T.). The Whale and his Captors; or, The Whaleman's Adventures and the Whale's Biography. New Edition, with Notes and Appendix. *Engravings.* 12mo, cloth (back worn).  
New York, 1855
146. WHALING. CRAPO (THOMAS). Strange, but True. Life and Adventures of Captain Thomas Crapo and Wife. *Illustrations.* 12mo, cloth. New Bedford, 1893  
The publisher and author of the above was a Captain of a Whaling vessel sailing from New Bedford.
147. WHALING. BULLEN (FRANK T.). The Cruise of the Cachalot Round the World after Sperm Whales. New York, 1899; Whaling and Fishing. By Chas. Nordhoff. New York [1895]; Five Years Before the Mast. By Jacob A. Hazen. New York, n. d. A Narrative of the Mutiny on board the Ship *Globe*, of Nantucket. By W. Lay and C. M. Hussey. New London, 1828. Together, 4 vols. 12mo, cloth.
- 147A. WHALING. Dow (GEORGE FRANCIS). Whale Ships and Whaling. A Pictorial History of Whaling during Three Centuries. With an Account of the Whale Fishery in Colonial New England. Introduction by Frank Wood. *Copiously illustrated.* Imperial 8vo, boards, gilt top.  
Salem: Marine Research Society, 1925  
EDITION LIMITED to 97 copies, of which this is, No. 13.
148. WHALING. DAVIS (WILLIAM M.). Nimrod of the Sea; or, The American Whaleman. *Numerous illustrations.* 12mo, cloth (repaired). New York, 1874  
FIRST EDITION. A very fine account of various whaling voyages. The illustrations depict many interesting whaling scenes.
149. WHALING. DELANO (REUBEN). Wanderings and Adventures of Reuben Delano, being a Narrative of Twelve Years Life in a Whale Ship! Now First Published. *Full-page woodcuts.* 8vo, cloth (some leaves stained). Worcester, 1846  
ORIGINAL ISSUE.

150. WHALING. Cutting in a Whale. A series of 25 photographs taken on board Bark *California*. Each mounted, in a photograph album, oblong royal 4to, full leather.  
New Bedford: Hutchinson & Co., 1903

MOST INTERESTING SERIES, the first 19 photos portray the "Cutting in a Sperm Whale," the remainder portray the "Cutting in of a Right Whale." Among others may be mentioned the following illustrations,—

Bark *California* on the Whaling Grounds off Coast of Japan; Whale Alongside. "Cutting Stage" lowered into place; Hoisting on Lower Jaw. Men on Stage severing the Jaw with cutting spades; Jaw nearly clear, notice large blocks and chains used in hoisting; Near View of Jaw lying on the Deck just as it is hoisted on board; Jaw after the "Blubber" or fat has been removed. The spar of this jaw measured 18 feet, the jaw-pans 7 feet; Removing the Gum and Teeth from the Jaw; Hoisting and Cutting as the Whale rolls over and over; Separating the "junk" from the "case." The "junk" is the lower section of the head next to the scalp bone. This piece weighed about 8 tons; and others.

Autograph Presentation Copy from Morgan Barney to J. E. Bayles. A note on title states that the former said the photos were taken by Capt. Horace Smith.

Laid in is a photograph of a whaling vessel and another of the Brig *Viola* built at Essex, Mass., for whaling service, 1910.

- 150A. WHALING. [HART (JOSEPH C.).] *Miriam Coffin, or The Whale-Fishermen. A Tale.* 2 vols. 12mo, cloth (worn, text foxed).  
New York, 1834

FIRST EDITION.

151. WHALING. TOWER (WALTER S.). *A History of the American Whale Fishery. Philadelphia, 1907; Whalers and Whaling. By Nannie Belle Maury. New Bedford, 1896; Bark Kathleen Sunk by a Whale. As Related by the Captain, Thomas H. Jenkins. New Bedford [1902]; The Cruise of the Iowa. 1901.* Together, 4 vols. 8vo and 12mo, original cloth.

Various places and dates

Group of books, well illustrated, giving interesting accounts of whaling events.

152. WHALING. HUNT (CORNELIUS E.). *The Shenandoah; or The Last Confederate Cruiser.* *Frontispiece.* 12mo, cloth. New York, 1867  
With a detailed account of the towing of prisoners from three burning whalers, in the Bering Straits.
153. WHALING. NORDHOFF (CHARLES). *Whaling and Fishing.* *With illustrations by Wm. H. Walker.* 16mo, half brown levant morocco, gilt back. New York [1895]
154. WHALING. SPEARS (JOHN R.). *The Story of the New England Whalers.* New York, 1908. *Note from Author laid in;* *The Whales We Caught and How We Did It.* By William Macy. Boston, 1899; *Life and Adventure in the South Pacific.* New York, 1861; *Old Jack a Man-of-War's-Man and South-Sea Whaler.* By William H. Kingston. London, 1859. *Illustrations.* Together, 4 vols. 12mo, cloth.
155. WHALING. TELLER (THOMAS—*Editor*). *Stories about Whale-Catching. Told by a Father to his Son.* *Wood-cuts.* Square 16mo, original blue printed wrappers (leaves slightly stained). New Haven: S. Babcock [1845]  
Teller's amusing, instructive and entertaining tales.
156. WHALING. PAINÉ (RALPH D.). *The Ships and Sailors of Old Salem.* *With numerous half-tone illustrations.* 8vo, cloth, gilt, uncut. New York, 1909  
Part of the Preface reads,—“This book has to do with the deeds of a race of red-blooded Americans who brought honor to their flag and renown to their country . . . how they sailed and fought and traded in seas . . . where no other American ships had been.”
157. WHALING. THOMES (WILLIAM H.). *The Whaleman's Adventures in the Sandwich Islands and California.* *Frontispiece, title vignette.* 12mo, cloth. Boston, 1872  
The author, shipping from New Bedford on an old whaler, traversed the South Seas, South America, and finally participated in the early gold rush in California.

158. WHALING. WHALEMEN'S SHIPPING LIST, AND MERCHANT'S TRANSCRIPT. VOL. I (COMPLETE), NOS. 1-42, NEW BEDFORD, MARCH 17 TO DECEMBER 26, 1843. PUBLISHED BY HENRY LINDSEY. *WITH WOODCUT WHALING SCENE AT TOP OF FIRST SHEET OF EACH ISSUE, DEPICTING A WHALE IN THE ACT OF OVERTURNING A BOAT AND CASTING THE CREW INTO THE WATER, IN THE BACKGROUND ANOTHER BOAT IS SEEN COMING UP, AND IN THE DISTANCE IS THE WHALING SHIP IN FULL SAIL.* BOUND IN ONE VOL. ROYAL 8VO, HALF ROAN. NEW BEDFORD, 1843

RARE AND VALUABLE WHALING BOOK. GIVES A REPORT OF THE WHALING VESSELS SAILING FROM THE VARIOUS PORTS IN NEW ENGLAND; GIVES THE NAME OF THE VESSEL, TONNAGE, MASTER'S NAME, DATE OF SAILING, WHERE BOUND, DATE AND PLACE OF LAST REPORT, AND HOW MUCH OIL AND BONE THE VESSEL HAD ON BOARD WHEN LAST SPOKE.

159. WHALING ARTICLES. THE PRESENTATION OF THE WHALEMAN STATUE TO THE CITY OF NEW BEDFORD BY WILLIAM CRAPO. (*COLORED POSTCARD OF STATUE LAID IN.*) 1913; WHALING PAST AND PRESENT BY ALBERT CHURCH. IN "NEW ENGLAND MAGAZINE." JUNE 1908; THE WHALING VESSELS AND THE WHALING INDUSTRY OF COLD SPRING HARBOR. IN "THE COLD SPRING HARBOR LIBRARY," 1914. WITH INVOICE OF WHALING TRIPS, LAID IN; MY FIRST WHALE. BY E. S. BURTON. FROM "OUTDOOR LIFE." N. D.; ABOARD A SPERM WHALER. FROM "HARPER'S NEW MONTHLY MAGAZINE." N. D.; THE PERILS OF WHALING. BY R. F. COFFIN. FROM "OUTING." N. D.; THE OCEAN FROM REAL LIFE. BY JOHN A. BEEBE; THE SOUTHAMPTON MAGAZINE. VOLUME I, NUMBER 1. TOGETHER, 8 PIECES, WRAPPERS AND UNBOUND.

160. WHALING CRUISES. LINDSAY (DAVID MOORE). A VOYAGE TO THE ARCTIC IN THE WHALER *AURORA*. BOSTON [1911]; A YEAR WITH A WHALER. BY WALTER N. BURNS. NEW YORK [1913]; THE REAL STORY OF THE WHALER. WHALING, PAST AND PRESENT. BY A. HYATT VERRILL. NEW YORK, 1916. *ALL ILLUSTRATED.* TOGETHER, 3 VOL. 12MO, CLOTH.

INTERESTING BOOKS ON THE DETAILS OF A WHALING CRUISE, WITH MANY INSTRUCTIVE ILLUSTRATIONS.

161. WHALING AND MUTINY. PAULDING (HIRAM). *Journal of a Cruise of the United States Schooner Dolphin, among the Islands of the Pacific Ocean; and a Visit to the Mulgrave Islands, in Pursuit of the Mutineers of the Whale Ship Globe. With a map.* New York, 1831; [ALSO] LAY (WILLIAM) AND HUSSEY (C. M.). *A Narrative of the Mutiny, on Board the Ship Globe, of Nantucket, in the Pacific Ocean, Jan. 1824 and the Journal of a Residence of Two Years on the Mulgrave Islands. With Observations on the Manners and Customs of the Inhabitants.* New London, 1828. Both bound in 1 volume, 16mo, full sheep, names on titles.  
New York, 1831; New London, 1828

SCARCE AND MOST DESIRABLE ITEMS. BOTH FIRST EDITIONS.

The second work was published by the authors, who were the only survivors from the massacre of the ship's company by the natives. It is an uncommon item, the introduction containing an account of the whale fishery. Mention is made of the Sandwich Islands, and there is also a vocabulary of words and phrases used by the natives of the Mulgrave Islands.

THIS VOLUME IS RENDERED MORE DESIRABLE SINCE THE TWO WORKS TREATING ON THE MULGRAVE ISLANDS ARE BOUND TOGETHER.

Laid in, is an Autograph Letter Signed by Hiram Paulding, author of the first work above mentioned, one page 8vo, Navy Yard, New York, Dec. 8, 1863. On personal matters. Written while in command of the Brooklyn Navy Yard during the Civil War, and holding the rank of Rear-Admiral. He cruised in the frigate *Macedonian* in 1820 and 1822, suppressing piracy in the West Indies.

162. WHALING STORIES. HAMMOND (THOMAS W.). *On Board a Whaler. Boston, 1901; She Blows. And Sparm at That.* By William J. Hopkins. New York, 1922; *The Gam, being a group of Whaling Stories.* By Capt. Charles Robbins. Boston, 1899; *In Whaling Days.* By Howland Tripp. Boston, 1909. Together, 4 vols. 12mo, cloth. Boston and New York, 1899-1922

The third mentioned has newspaper clipping about the Author pasted on Preface.

163. WHALING STORIES. WHEEL (JAMES MOORE). *There She Blows. A Whaling Yarn.* 1909; *A Whaleman's Wife.* 1903; [and] *Deep-Sea Plunderings.* By Frank T. Bullen. 1902. *Frontispieces.* Together, 3 vols. 12mo, cloth.  
New York, 1902-1909

164. WHALING VESSELS. A Collection of 20 Photographs of Whaling Vessels. 17 are 4to and 3 are 48mo.

Included are photographs of the barks: *A. R. Tuckery*; *Morning Star*; *Golden City*; *Laconia*; *Kathleen*; *Norman*; *Gay Head*; *Canton*; *Grey Hound*; *Commodore Morris*; *Andrew Hicks*; *Josephine*; *Sunbeam*; and others.

•3—•

## EARLY MAPS

MOSTLY OF AMERICAN INTEREST AND MAINLY  
WITH FINE CONTEMPORARY COLORING

*Numbers 165 to 197, Inclusive*

•3—•

165. AMERICA. MAP. *America sive India Nova, ad magnae Gerardi Mercatoris au Universalis imitationem in compendium redacta.* By Mercator, about 1610. Height, 15; length, 18½ inches. In black frame, and glazed.

VERY FINE COLORED MAP OF THE WESTERN HEMISPHERE, showing North and South America; the whole surrounded by a scroll-work design; in the two upper corners and in the lower left corner of the map are inset maps of the Isle of Cuba and the islands adjacent, Isle of Haiti, and Gulf of Mexico and the harbor.

166. AMERICA. MAP. *Americae sive Novi Orbis. Nova Descriptio.* IN COLORS. Height, 14¾; length, 20 inches. Upper portion slightly stained. Backed with linen.

*Circa 1570*

Early map. With engravings of ships in the Pacific Ocean.

167. AMERICA. MAP. Nova Totius Terrarum Orbis Geographica ac Hydrographica Tabula. Auct Guiljelmo Blaeuw. Ga. Vanden Ende. *Height, 16; length, 21½ inches.* *Circa 1665*

A MOST BEAUTIFUL COLORED MAP OF THE ENTIRE WORLD AND THE WATERS. Showing views of 14 sailing vessels, sea monsters, whales spouting, a walrus, a bear, flying fish, etc.

In the top margin are the Sun, Moon and Planets, each a separate engraving,—Luna, Mercury, Venus, Sun, Mars, Jupiter, Saturn. In the lower margin are represented the Seven Wonders of the world, each a separate engraving,—Egyptian Pyramids, the Mausoleum erected by Artemisia at Halicarnassus, the Temple of Artemis at Ephesus, the Walls and Hanging Gardens of Babylon, the Colossus at Rhodes, the Statue of Zeus by Phidias in the Great Temple at Olympia, and the Pharos or lighthouse at Alexandria. In the left-hand margin are four engravings representing the Four Elements,—Fire, Air, Water and Earth. In the right-hand margin are four engravings representing the Four Seasons,—Spring, Summer, Fall and Winter. In the lower left and right-hand corners are two inset maps of the North and South Pole regions. In the upper portion of the map in an escutcheon is the word America, with an account of its discovery and name.

168. AMERICA. MAP. Tractus Australior Americae Meridionalis a Rio de la Plata per Fretum Magellanicum ad Toraltum. Nieuwe Perfecte Pascaert van 't Suyderlyckste deel van Suyt America, van Rio de la Plata door de Straet Magellaen tot Toral. IN COLORS. *Height, 19; length, 22¼ inches.* Matted. *Circa 1643*

Topping the chart is an interesting engraving of a group of savages; one is cooking some venison over a brisk fire, another is gesticulating to a group of Europeans, apparently beckoning them to join their feast. In the background some of the Indians are seen with picks, others carrying baskets. In another part of the map are some European sailing vessels engaged in a combat, the masts of two other ships sinking beneath the waves.

169. CANNIBAL ISLANDS. Colored Map and Chart of the Cannibal Islands. By Allard. *Height, 19; length, 22 inches.* Framed. *Circa 1660*

Original engraved map, showing the adjacent islands with Porto Rico on the west; the ocean carefully charted.

170. AMERICA. WORLD MAP. Nova Totius Terrarum Orbis.  
By Hendrick Hondius, 1630. *Height, 15½; length, 21  
inches.* Framed and glazed. 1630

FINE COLORED MAP. With portraits of Caesar, Ptolemy, Mercator and Hondius, each portrait at a corner of the plate. Shows the two hemispheres, in each of which a great number of sailing vessels are depicted, also whales, sea monsters, flying fish, etc.; in the top margin are two views depicting the God of Fire, and the Goddess of the Air; in the lower margin are two views depicting the God of Water, with marine scene showing two sea-monsters and a sailing vessel, and the Goddess of the Earth.

171. CAPTAIN JOHN SMITH's Map of New England. By Simon Passeus. *Height, 12; width, 14 inches.* Framed. 1640

Original engraved map, showing the coastline from Pembroke's Bay (St. Lawrence) to Cape James (Cape Cod). On the ocean is a fleet of English ships, on the land, animals, trees and the farms of the early settlers around Salem and Charlestown. At upper left is a portrait of Captain John Smith, Admiral of New England and towards the right the British Arms and title, "New England, the most remarkable parts thus named by the high and mighty Prince Charles now King of Great Britain." About center is the quartered coat-of-arms of the Colonies.

172. PATAGONIA. Early Colored Map and Chart of Patagonia and Straits of Magellan. By Joannes Jansonius. *Height, 20; length, 22 inches.* Framed. Circa 1660

Original engraved map of Straits of Magellan, Patagonia and Magellanica with Cape Horn and ocean charted, directly after Magellan's circumnavigation of the globe. The countries show groups of Indians and wild birds, the ocean several galleys. At upper right, a very fine coat-of-arms. At foot, two cartouches with title and scale supported and surrounded by groups of Indians and allegorical figures.

173. AMERICA. MAP. Early Map of America. By Henry Popple. Original engraved comprehensive map in twenty sections, bound in large folio, half calf.

Title-page with coast view in which three Indians, a crocodile and several apes are seen; on the shore a group of English traders and a fleet of vessels in the offing. At right corner, portion of Honduras; about lower center, large tablet inscribed, "A map of the British Empire in America with the French and Spanish Settlements adjacent thereto by Henry Popple. C. Lempiere inv. del B. Barron Sculp."

Amongst the most interesting sections, number seven displays the eastern coast of America and the Gulf of Mexico with adjacent islands. On the ocean are several fleets of ancient ships. In the borders are fine vignettes of the Falls of Niagara, Mexico City, New York, Quebec, Placentia, Annapolis Royal, Boston, New York State, Charles Town, Bermuda, Providence, St. Augustine, Havana, S. Jago, Kingston Harbor, Port Antonio, Port Royal in Martinica, Barbadoes, Antigua, Cartagene and Porto Bella. Plate 1, the Mississippi basin and Great Lakes, with two large views; Falls of Niagara and Mexico City. Plate 4, with large views of Quebec and a rarely fine panorama of New York from the Battery with shipping in the harbor. Plate 7, Nova Scotia and New England States with many ancient vessels approaching the shore. Plate 8, with small supplementary maps of Boston Harbor, and others. Plate 12, supplementary maps of New York and Perth Amboy Harbors, and others.

174. MEXICO. MAP. Early Colored Map of Mexico. *Height, 18; length, 21 inches.* Circa 1680

Original engraved map, embracing Mexico, cut up into its Provinces; the Pacific Ocean bearing a large spouting whale and a large galley. At upper right a fine Renaissance cartouche with title, "Hispaniae Novae Nova Descriptio."

175. PANAMA. MAP. Early Colored Map of the Isthmus of Panama. By Remero and Josua Ottens. *Height, 18; length, 22 inches.* Framed. Circa 1700

Original engraved map, showing southern portion of Florida, Jamaica, Honduras, Nicaragua, Costa Rica, Veragua, Panama, Carthagena, Santa Martha, Rio de la Hacha and adjacent islands. Captioned at upper left, "Nova Isthmi Americani qui' et Panamensis item Dariensis"—Panama and Cathagena.

176. AMERICA. MAP. Early Colored Map of America by Joannes Jansonius. Framed. *Circa 1660*

Original engraved map embracing Florida, the West Indies and South America as far as Northern Brazil. On the ocean many caravels are seen. At left crown is a tablet supported by cupids and captioned, "Insulae Americanae in Ocean Septentrionale cum Terris adiacentibus."

177. CHILI. MAP. Chili. Amstelodami, Guiljelmus Blaeuw, excudit. IN COLOR. *Height, 14; width, 18 $\frac{3}{4}$  inches.* Matted. *Amsterdam, circa 1631*

Ornamental borders, compasses, sailing vessels and spouting whales render this map of additional interest.

178. AMERICA. MAP. Amérique Septentrionale, ou se remarquent Les Etats Unis. Par M. Brion de la Tour, Ingenieur—Geographe du Roi. *Height, 29; width, 21 inches.* A Paris . . . Avec Priv. du Roi. 1783

OF SUPERLATIVE HISTORICAL INTEREST. Published immediately after the Treaty Conference at Paris, and undoubtedly the first official publication which depicted the boundaries of the United States according to the conditions of the Treaty.

179. MAPS, COLORED. BLAEU (WILLEM AND JOAN). Toonneel des Aerdrijcx, oft Nievwe Atlas. Derde Deel. *With 66 BRILLIANTLY COLORED maps, mainly double-page, engraved title PARTLY COLORED.* Large folio, gilt stamped contemporary vellum, with ties.

Amsterdam: By Iohan Blaev, 1642

HANDSOME COPY IN EXCELLENT CONDITION, the maps being beautifully colored in particularly vivid greens, reds, and yellows, and unfaded. They are adorned with figures in contemporary costumes, heraldic devices, and have keys to châteaux and galleons. They are exceptionally fine in detail and design and have wide clear margins and unbroken folds. Some included in this series are of Piedmont, Montisferrati, Corsica, Capri, Padua, Milan, Parma, Venice, Naples, Florence, Riviera of Genoa, Lavoro, Elba, Molise, Rome, Signoria di Vercelli, and others.

180. MAPS COLORED. JANSSON (JAN). *Nieuwen Atlas, ofte  
Uberely-beschrijbinge eerste Deel.* *Engraved title of  
four compartments, illuminated in Colors and Gold,  
43 double-page engraved maps in Colors; diagrams,  
some Colored.* Large folio, full contemporary gilt  
vellum, gilt edges.

Amstelodam: Apud Ioannem Ianssonium, 1658

BEAUTIFULLY ENGRAVED MAPS, colored and adorned with inset local maps, figures (some in costume of the country portrayed) and heraldic devices of the states. Gives in detail the châteaux, the hills and the woods as well as the rivers. Each map is in excellent condition, with wide clean margins and a scale to size. The center (printed) compartment of the title of Vol. I has been cut out and tipped on over the general title.

Among the most attractive maps are Laplandiae, Jutland, Denmark, Fione, Moscow, Norvegiae Gothia, Dale Carliae et Westmanniae, Livoniae, Norvegiae, and the Dniepr.

181. MAPS COLORED. HOMANN (HEIRS OF). *Maior Atlas Scholasticvs.* *With 36 maps in Color.* Imperial folio, half contemporary calf, red edges. (Back slightly broken.) Various places, circa 1813

FINE COPY IN EXCELLENT CONDITION. Complete with finely engraved and colored maps ornamented with inset local maps, heraldic devices and other designs, partly colored; dated from 1749 to 1813 and printed mostly in Nuremberg.

182. MAPS. MARTINIO (MARTIN). *Novvs Atlas Sinensis.* *Engraved title and 17 double-page maps.* Large folio, full mottled calf. [Amsterdam: J. Blaeu, 1655]

DESIRABLE COPY OF THESE FINELY ENGRAVED MAPS of the entire Chinese Kingdom, Peking, Xansi, Svchven, Kiangsi, Nanking, Fokien, Che Kiang, Qvuntvng, Iyeichev, Iaponia, and other places.

Dutch Edition, IN SPLENDID CONDITION. The provincial maps were selected by Martin, from those in the "Kwang-yu-too," an atlas compiled by Choo Sze Pun, published about 1300-1312.

This is Vol. VI of W. & J. Blaeu's "Toonneel des Aerdijs, ofte Nievwe Atlas."



[ No. 183 ]

183. NEW NETHERLAND AND NEW ENGLAND. MAP. Nova Belgica et Anglia Nova. IN COLORS. Height, 15 $\frac{1}{2}$ ; length, 20 inches. Mounted on linen. Circa 1667

AN EXCEEDINGLY IMPORTANT AND INTERESTING MAP, DEPICTING LAKE IROQUOIS EAST OF THE CONNECTICUT RIVER. New Netherland is shown north of New England.

In the harbor are three sailing vessels and two canoes. The various animals to be found in the provinces are depicted, among which are deer, bears, foxes, otters, etc.; also different kinds of birds. Also shown, are two Indian villages.

[SEE REPRODUCTION]

184. MEXICO. MAP. Nova Hispania et Nova Galicia. Guiljelmus Blaeuw excudit. PARTLY COLORED. Height, 15; length, 19 $\frac{3}{4}$  inches. Circa 1631

The title is surrounded with colored emblematical design. The map contains engravings of ships in Mexican waters, and several wild animals.



[ No. 185 ]

185. NEW SPAIN. MAP. Hispaniae Novae Sivae Magnae, Recens et Vera Descriptio. 1579. IN COLORS. Height, 13½; length, 20 inches. 1579

FINE EARLY MAP of a portion of North America. IN FINE STATE OF PRESERVATION, containing engravings of two ships in the Pacific Ocean. With descriptive text in Latin on reverse, and marginal notes in red.

[SEE REPRODUCTION]

186. NEW ENGLAND. MAP. Carte Nouvelle de l'Amerique Angloise, contenant tout ce que les Anglais possedent sur le Continent de l'Amérique Septentrionale savoir le Canada, la Nouvelle Ecoffe ou Acadie, les treize Provinces unies qui sont les quatres Colonies de la Nouvelle Angleterre. By Matthieu Albert Lotter. COLORED. Height, 24; width, 19¼ inches. In black frame, and glazed. Circa 1760

VERY FINE MAP, showing New England, as well as Maryland, Virginia, Georgia, and Florida.



[ No. 187 ]

187. NEW YORK. MAP. *Novi Belgii Novaeque Angliae nec non Pennsylvaniæ et partis Virginiae.* Tabula multis in locis emendata, a Justo Dancker. Height, 18; length, 21 inches. In black frame and glazed. Circa 1703

A VERY FINE COLORED MAP, WITH THE INSET VIEW OF NEW YORK CITY, ENTITLED "Nieuw Yorck, eertijds genaemt Nieuw Amsterdam op't eylant Manhattans." Depicts Indian villages, various animals and birds, also two canoes with Indians, etc.

"The view dates back to 1655(?) being a copy from the second known view of New York, *i.e.*, that on N. J. Visscher's map of about that date . . . The Danckerts map contains the city of Philadelphia which was founded in 1683. The rest of the map represents a much earlier period, and it has been surmised that 'Philadelphia' was added to an old plate without making any other change." P. L. PHILLIPS, No. 540 in *A List of Geographical Atlases*.

[SEE REPRODUCTION]

188. NORTH AMERICA. MAP. America Septentrionalis. By Jan Jansson. *Height, 18½; length, 21½ inches.* In black frame and glazed. *Circa 1650*

FINE COLORED MAP OF NORTH AMERICA. Depicts seven sailing vessels, two sea monsters and two seals. Also depicts the various animals to be found in North America, showing horses, foxes, bears, deer, buffalo, rabbits, etc. Shows Lower California as a peninsula, and has an account of California printed on the map.

189. NORTH AMERICA. MAP. America Septentrionalis. Amstelodami, penes Gerardum Valk et Petrum Schenk. IN COLORS. *Height, 18; length, 21¼ inches.* Matted. Amsterdam, *circa 1639*

Exceedingly interesting and early map, with pictorial borders around title and imprint depicting the natives, armed with weapons. Mermaids, several sailing ships and whales, as well as numerous animals are delineated on the map. California is here shown as an island.

190. VIRGINIA. MAP. Nova Vitinia Tabvla. Ex officina Guiljelmi Blaeuw. D. Grijp, scult. *Height, 15; length, 19 inches.* In gilt frame, glazed. *Circa 1665*

A VERY FINE MAP IN COLORS. In the upper left-hand corner is a representation of Powhatan sitting in state, with Latin inscription, "Statvs Regis Powhatan quando prefectus Smith Captivus illi daretur," which, literally translated, reads, "Powhatan held this state and fashion when Capt. Smith was delivered to him a prisoner." This view shows Powhatan inside a long hut, sitting on a platform raised above the heads of his Council, on each side of him an attendant; below the platform sits the Council, around a fire. On the right of the map is a portrait of an Indian with a bow in one hand and a club of war in the other hand, fastened to his belt is an animal.

191. VIRGINIA. MAP. Virginiae item et Floridae America Provinciarum, nova Descriptio. IN COLORS. *Height, 13½; length, 19 inches.* Matted. *Circa 1600*

FINE MAP with interesting scenic inserts. Besides these there are two natives, ships, monsters of the sea, etc.

192. VIRGINIA AND FLORIDA. MAP. Virginiae Partis Australis et Floridae partis Orientalis, Interjacentiumq Regionum Nova Descriptio. By Jan Jansson. COLORED. In black frame and glazed. *Circa* 1630  
With views of sailing vessels, pictures of Indians, etc.
193. PATAGONIA. MAP. Chica Sive Patagonica et Australis Terra. MDC. Coloniae Agrippinae formulis Jani buchmacheri in platea Maximinia. PARTLY IN COLOR. Height, 8 $\frac{3}{4}$ ; length, 11 $\frac{1}{4}$  inches. Backed with linen and matted. 1600  
Fine old map showing the Straits of Magellan as well as an engraving of an early sailing vessel.
194. SOUTH AMERICA. MAP. Gviana Siue Amazonvm Regio. Amstelodami, Henricus Hondius, excudit. IN COLORS. Height, 15; length, 20 inches. Matted.  
Amsterdam, *circa* 1639  
Colorful ornamentation around title. Three sailing vessels and sea monster depicted on map. Shots are being fired from one ship over the bowsprit of another, possibly a pirate vessel warning the other to stop.  
Descriptive text in Latin on verso.
195. SPITZBERGEN. MAP. Spitzberga. Amstelaedami, apud G. Valk et P. Schenk. IN COLOR. Height, 16; length, 20 inches. Matted. Amsterdam, *circa* 1639  
AN EXTREMELY INTERESTING MAP showing several engravings of sailing ships, spouting whales, men in small whaling boats harpooning a whale, compasses, etc. Also colorful decorative borders, around one are engravings of whales, spears, mythological marine impersonations, etc.
196. STRAITS OF MAGELLAN. MAP. Americae Pars. Exquisita & magno aliquot mensium pericuso sustrata et iam reiecta Freti Magellanici Facies. Partly COLORED. Height, 18; length, 13 $\frac{1}{2}$  inches. *Circa* 1630  
CURIOUS MAP, containing engravings of small ships, curious animals and green mounds.  
With printed text in Latin on reverse.

197. WHALING SCENES. MAP. "Poli Artici, et circumiacentium terrarum descriptio novissima. Per F. De Wit." COLORED MAP. Height, 17; length, 19 inches. Matted.

Circa 1707

A VERY FINE MAP WITHIN A CIRCLE, with a whaling scene in each corner of the plate,—depicts whaling vessels with whales blowing near, also walruses and bears; view of an encampment, with vessels and whale near; view of whaling vessels, small boats towing a whale, and boiling down the blubber; whales, vessels and an encampment with coopers sealing casks, dead whales on the shore.

•3———2•

### COLORED PRINTS

LITHOGRAPHS AND ENGRAVINGS, MANY IN  
COLORS, BY CURRIER & IVES AND OTHERS, OF  
SHIPS, HARBOR SCENES, HISTORICAL VIEWS,  
PORTRAITS

Numbers 198 to 229, Inclusive

•3———2•

198. CALIFORNIA. Mammoth Arbor Vitæ, standing on the head waters of the Stanislaus and San Antoine Rivers, Calif. Diameter at base 31 feet, circumference 96 feet, height 290 feet, 3,000 years old. *From nature by J. M. Lapham.* Height, 18; length, 23 inches. Large folio, with margins. Britton & Rey's Lith: S. F. 1853
199. CLAY (HENRY). Full length portrait. *Painted and engraved by A. H. Ritchie.* Height, 25; width, 17 inches. Matted. New York, 1852

200. CLIPPER SHIPS AND SCHOONERS. Three photographs: (1) Clipper Ship, (2) Full Rigged Ship (3) Top-Sail Schooner. *Photographed by N. L. Stebbins of Boston.* Each measuring about 21 by 17 inches, oblong and upright. Each in a separate frame; uniform. 3 pieces.

201. CURRIER AND IVES PRINT. The Buffalo Hunt. "Surrounding the Herd." *Lithograph in Colors after Catlin.* Height,  $12\frac{1}{2}$ ; length,  $18\frac{1}{2}$  inches. Matted.  
New York: Currier & Ives, no date  
Animated scene with a large herd of buffalo running helter skelter, mounted Indians in full chase. Many of the wounded animals are lying about.
202. EARLY VIEW OF BROOKLYN BRIDGE. *Lithograph in Colors.* By C. Hart. Height,  $27\frac{3}{4}$ ; length, 22 inches. Framed and glazed. (Somewhat creased.)  
New York, no date  
PROOF BEFORE TITLE. Busy river scene, showing old-fashioned barges and steamers.
203. FANNY OF SALEM. Photograph of the Sailing Vessel *Fanny* of Salem, in full sail. Signed by N. L. Stebbins, of Boston, the photographer. Height, 22; width, 18 inches. In oak frame, and glazed.
204. FRANKLIN (BENJAMIN). Franklin at the Court of St. James, London, 1774. *Engraved by Whitechurch after Schuessele.* Height, 24; length,  $34\frac{3}{4}$  inches. (A few small but skilful repairs.) Matted.  
New York: Thomas Kelly, 1868
205. INDIANS. Col. Johnsons mounted men charging a party of British Artillerists and Indians, at the Battle fought near Moravian Town October 2nd, 1813, when the whole of the British force commanded by Gen. Procter, surrendered to the Army under Gen. Harrison and his Gallant followers. *COLORED engraving, by R. Rawdon.* Height,  $7\frac{1}{4}$ ; length, 12 inches. Mounted on cardboard. Matted.  
Cheshire, Ct.: Shelton and Kensett, 1813
206. JACKSON (ANDREW). Gen. Andrew Jackson. The Hero of New-Orleans. *Lithograph in Colors, depicting Jackson on horseback.* Height, 13; width,  $9\frac{1}{2}$  inches. Matted.

207. JACKSON (ANDREW). General Andrew Jackson. The Hero, the Sage and the Patriot. "We mourn our loss." *Full length portrait, lithograph in Colors, with setting.* Height, 12; width, 9½ inches. Matted.  
New York: N. Currier, 1846
208. NELSON (LORD VISCOUNT, DUKE OF BRONTË). Full length portrait in Naval uniform. *Engraved by A. J. Dick after painting by J. P. Knight.* Height, 21; width, 15½ inches. In black polychrome and wood frame, glazed.
209. NAPOLEON I. Death of Napoleon. *Engraving in Colors.* Height, 13¾; length, 18¾ inches. (Somewhat time stained.) Matted.  
Depicts: Napoleon; Col. Bertrand; Dr. Stokoe; Dr. Antom-marche; Dr. Arnot; Madame Bertrand; Les Cases; Count Mon-tholon; Genl. Coffin; Marquis Moncheno.
210. NEWPORT, R. I. *Lithograph in Colors. Drawn, litho-graphed and published by N. P. Newell, Newport, R. I.* Height, 16¾; length, 33½ inches. Framed and glazed.  
(Light stains.) Newport, 1870
211. NEW YORK BAY. A Brisk Gale, Bay of New York. *Aqua-tint in Colors. Painted & Engraved by W. J. Bennett.* Height, 15¾; length, 22½ inches. Framed and glazed.
212. NEW YORK CITY. New York and Brooklyn, with Jersey City and Hoboken Water Front. *Lithograph in Colors by Currier & Ives.* Height, 20; length, 33 inches. Framed and glazed.  
New York, 1872
213. NEW YORK CITY. The Port of New York, Bird's Eye View from the Battery, Looking South. *Lithograph in Colors by Currier & Ives.* Height, 20; length, 33 inches. Framed and glazed.  
New York, 1872  
A VERY FINE VIEW, depicting the shipping in the harbor; with New Jersey and Long Island in the background. Names of the various places are given in the lower margin.

214. PRESIDENTS. The Presidents of the United States. *Lithograph in Colors.* Height,  $12\frac{1}{2}$ ; width,  $12\frac{1}{4}$  inches. (Some skilful repairs.) Matted.

New York: N. Currier, 1847

In the insets are: Washington; John Adams; Jefferson; Madison; Monroe; John Quincy Adams; Jackson; Van Buren; Harrison; Tyler; and Polk.

215. PROCESSION OF THE WORTH FUNERAL, Nov. 25, 1857.

*Lithograph by A. Weingartner, N. Y.* Height, 13; length, 40 inches. Framed and glazed.

216. PROSPECT POINT. Residence of G. R. Jackson, Rye Neck, W. Chester Co., N. Y. *Lithograph.* Height, 9; length,  $12\frac{1}{2}$  inches. Framed and glazed.

217. RESIDENCE OF C. HAYWARD, Franklin Ave. New Rochelle, Westchester Co., N. Y. *Lithograph.* Height, 10; length, 13 inches. Framed and glazed.

218. REVOLUTIONARY WAR. Committee of Congress Drafting the Declaration of Independence. 1776. *Engraving in Colors by T. D. Booth after P. F. Rothermel.* Height, 22; width, 18 inches. Matted.

New York: Fishel, Adler and Schwartz, 1865

Portrays Thomas Jefferson, John Adams, Benj. Franklin, Robert Livingstone, and Roger Sherman.

- 218A. REVOLUTIONARY WAR. The British Surrendering their Arms to Gen. Washington after their defeat at York Town in Virginia, October, 1781. *Engraving by Tanner, Vallance, Kearny & Co. and Wm. Allen after John Francis Renault.* Height,  $21\frac{1}{2}$ ; length,  $32\frac{3}{4}$  inches. (With skilful repairs.) Matted.

Portrays Gen. Benj. Lincoln, Rochambeau, Hamilton, Washington, Knox, De Lauzun, Nelson, Lafayette, Tarleton, Cornwallis, Abercrombie, O'Hara, Symmonds, Dundas and Chewton.

219. STEAMSHIP. The Great Eastern Steam Ship. Designed by I. K. Brunel, built by Messrs. Scott Russel & Co., Millwall. *Engraving of exterior and longitudinal section of ship, as well as small sailboat.* Height, 20; length, 28 $\frac{1}{4}$  inches. Backed with linen and matted.

London: T. Wood, no date

Interesting engraving with descriptive text beneath.

220. U. S. S. "CONSTITUTION." Photograph of the painting of the *Constitution* by F. Myron Clark. Height, 15; length, 20 inches. Framed and glazed.

221. THE U. S. FRIGATE "SABINE" rescuing a Battalion of U. S. Marines from the Transport "Governor." Lithograph IN COLORS by Chas. Parsons. From a painting by M. F. H. De Haas. Printed by Endicott & Co. Height, 21; length, 30 inches. (Tear repaired.) In a gold frame, matted.

On the 2nd Nov. 1861, off the Coast of South Carolina, the *Sabine* fell in with the Transport *Governor*, in a sinking condition, and took from her a Battalion of Marines, with the officers and crew of the Steamer.

222. TWO SAILING VESSELS AND A STEAM VESSEL. COLORED lithograph. After the painting by Fred S. Cozzens, painted in 1884. Signed on the mat, "Fred S. Cozzens," in pencil. Height, 14 $\frac{1}{2}$ ; length, 20 $\frac{1}{2}$  inches. In an oak frame, painted gold, glazed.

223. VIEW OF THE HOUSE OF SIMON AERTSEN DE HART. Still standing on Gowanes Bay in 1867. Lithograph. Height, 8 $\frac{1}{2}$ ; length, 8 $\frac{1}{2}$  inches. Framed and glazed.

224. WASHINGTON (GEORGE). Engraved full-length portrait by Laugier, after Cogniet. The head, from the original painting by G. Stuart, in the Athenaeum of Boston. Height, 25; width, 20 $\frac{3}{4}$  inches. Matted.

New York, 1839

225. WASHINGTON (GEORGE). Washington Passing the Delaware, Evening Previous to the Battle of Trenton, Dec. 25th, 1776. *Etched by W. Humphrys, engraved by G. S. Lang after T. Sully. Printed by B. Rogers.* Height, 14½; length, 17½ inches. (Small repair in border in lower left corner.) Matted.
226. WASHINGTON (GEORGE). Washington Delivering his Inaugural Address. April 1789, in the Old City Hall, New York. PROOF. *From the original picture painted expressly for this engraving on steel by H. S. Sadd after Th. Matteson.* Height, 18¼; length, 25 inches. Matted. New York: John Neale, 1849
227. WASHINGTON (GEORGE). Washington Receiving a Salute on the Field of Trenton. *Engraving of Washington, mounted on a white horse, by Wm. Holl after John Read, R. S. A.* With facsimile of signature. Height, 23½; width, 17½ inches. Backed with linen and matted.
228. WASHINGTON (GEORGE). *Lithographed bust portrait, touched up in water-color by hand.* Height, 23¼; width, 18 inches. Matted.
229. WASHINGTON (GEORGE). The Washington Family. *Lithograph portrait of Washington, his wife, family, and colored servant.* Height, 19; length, 25 inches. Matted.

[ END OF FIRST SESSION ]

TUESDAY EVENING, JANUARY 5, AT 8:15  
SECOND SESSION, NUMBERS 230 TO 448, INCLUSIVE

•3———•

SHIPS LOGS IN MANUSCRIPT

ORIGINAL MANUSCRIPT LOG BOOKS OF NEW ENGLAND  
WHALING VESSELS AND MERCHANT SHIPS, NAVAL  
DOCUMENTS, ETC.

*Numbers 230 to 257, Inclusive*

•3———•

230. PIRATES. ORIGINAL MANUSCRIPT: "The Names of the Pirates that were executed at Rood illand [Rhode Island] on Friday 19 of July, 1723; and two others wher found Gilty and Condemd to Dye the Second Wednesday of July 1724. Folio. [Newport, 1724.]

Blank leaf detached from a volume of laws; inscription on reverse: "*Edward Foster His Law Book*," apparently by the writer of the list. The first portion lists 26 names.

231. BRIG LASCAR. MANUSCRIPT JOURNAL. Personal Journal of D. P. Benjamin, making three trips from New York to China. "On board the Brig 'Lascar' on a Voyage to India;" "Second Voyage in Brig Lascar to India;" [and] "Passage from Manila to New York in the Ship Moscow of Portland;" covering the period from June 27, 1832 to May 19, 1834. 38pp. folio, sheets. In half morocco case.

1832-1834

WELL-WRITTEN JOURNAL mentioning various places sighted and ports-of-call. Capt. Benjamin took his boat only as far as Manila and from there he went to Canton and Whampoo on smaller ships. He sold the *Lascar* in Manila January 10, 1834 and shipped as passenger on the *Moscow* bound for New York.

Comments and Westward August 1851. Third course  
commenced with a Roast Turkey from the first to be off with  
plenty of the best gravy in its gravy boat along to the table the  
one hour long it kept giving a large quantity of gravy which was  
eaten to the last drop it was not round three hours that did not strike  
on the account of being so early at 7 o'clock dinner was soon I began to help off  
the Middie part Consisting of our Roast Turkey dressed as it  
was now the day before. Then following Turkey with a round 60  
lb round all four Roast after Roasts were killed it was took  
from the table at 10 o'clock. The roasts were dressed this evening Parker  
  
first Roast and  
then the rest followed with a  
second Roast

Wicksbury commence with light brown, from the head downwards,  
in button at first, finished the sandy and white when the water  
comes on, brown at last, part to have the top brown in long sides, and  
the back reddish and the body with too yellow and a broad very wide  
at the side & fine, green with a yellowish band, but  
more or less, Impression in day, the bottom first becomes at the  
bottom, bottom and finished the 3 days at 12 hours  
and on the 4th October have our Long fish Burnt  
in to other boy - Cards, this 25 hours, with a Pound  
more at the

[ No. 232 ]

232. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE SHIP "ELIZA ADAMS," FROM FAIRHAVEN. "Ship Eliza Adams of Fairhaven. Bound on a Whaling Voyage to the South Pacific Ocean. John O. Morse, Commander. Kept by James A. Norton of Edgartown, Martha's Vineyard in the year 1835." Covers a period from November 25, 1835 to July 15, 1838, in all about two years and nine months. *Stencil drawings of whales and the number of barrels yielded by each are to be found throughout.* 188 pages folio, half leather. 1835-1838

[Continued]

[232. LOG BOOK—SHIP "ELIZA ADAMS"—Continued]

A LONG, UNPUBLISHED, INTERESTING, AND EARLY JOURNAL OF A WHALING VOYAGE, giving an account of the voyage from day to day, the daily occurrences, whales seen, whales taken, ships "spoke," and other interesting items. Mentions various vessels in the port of Talcahuano, and the amount of oil on board each.

Among some of the headings of the various pages, are the following,—"Bound down the Coast. March 7, 1836," "In the Pacific Ocean, May 4, 1836," "Bound in shore in persuit of Fish, May 12, 1836," "In Callio, May 22, 1836," "Cruising off Panama on Thursday, June 16, 1836," "In Tacames, July 29, 1836." "Bound to the Galapagoo Islands, August 4, 1836." "Cruising on the Off Shore Ground, November 6, 1836," "Cruising in the South Pacific Ocean, Dec. 22, 1836," "Cruising on Cheli, February 4, 1837," "Lying in Callo, Oct. 2, 1837," "Remarks on board Towards the Capt, May 3, 1838," "Remarks on board. Bound home. May 27, 1838," and other interesting headings.

The following are a few of the entries,—"May 10, 1837. . . . Went across to James Ise . . . at 11 a. m. saw a ship manurveing among whales, which was the Charles of London." "May 18, 1837. . . . Saw the Hector manurvering at 3 p. m. Saw the whales and loard 3 boats. . . . Come on board and saw the Hector take too whales alongside. . . . At 10 spoke the Elizabeth of Salem, 6 months out . . . spoke the Charles Carroll, 9 months out." "May 19th, 1837. . . . Spoke the Hector, all fool [full] bound home with all hast." "December 19, 1837 . . . in company with three ships, Omega, Awashanks, Zenes Coffin. . . ." "March 23, 1838 . . . Wering the ship towards the anchorage in company with 3 ships, Planter, Nantucket, Forester of New Bedford. . . . Anchored in the Port of Talcahuano, Midas 117 days out, Georg Washington 20 monts out, Elizabeth 107 days out, Orbit 26 monts out, William Rotch 29 months out."

[SEE REPRODUCTION]

- 233 LOG BOOK. Journal kept by John McComb, Jr., son of the builder of the New York City Hall, while on board the *Ontario* and two other ships. Dated September 7, 1820 to July 6, 1822. 80pp. folio, half roan. 1820-1822

[Continued]

[233. LOG BOOK—SHIP “ONTARIO”—*Continued*]

A MOST INTERESTING JOURNAL, GIVING AN ACCOUNT OF THE WRECK OF THE “ONTARIO” ON THE ISLAND OF TIMOR, account of visits to the various islands, description of natives, coast, etc., whaling vessels seen, etc.

Tipped in is a note, reading as follows,—“*This log was kept by John McComb, Jr., son of the builder of the N. Y. City Hall. The Ontario was wrecked Jany 3rd. Captain bought a Dutch Schooner. Interesting acc’t of voyage among various islands, meeting natives, &c. Meets some British Whalers with oil.*”

The log of the *Ontario* dates from September 7, 1820 to January 3, 1821, on which date it was wrecked on the Island of Timor. The vessel was in command of Captain J. A. Depeyster, and when wrecked he was fortunate enough to purchase a Dutch schooner on January 5, 1821 for \$4500.

Among some of the entries in the log are the following:

On January 21, 1821 is an entry stating that “*Harris, Goodwin, Baker, Allen and Williams, went in the Sch. Durwent, Capt. Carr, for Amboyna.*” Then follows an entry stating that he arrived at Amboyna on January 29, 1821.

On February 3, 1821, the entry reads, “*Monday morning, at 4 a. m. got underway on board the ship Celia, Capt. Nash;*” and then an entry stating that he “*Left the ship Celia, Capt. Nash, and went on board the Manilla Schooner Doloris, Capt. Francisco Casal and sailing Sunday morning 1st April for Kemea (Island of Celebes);*” and others of interest.

At the end of the volume are two songs, written on 4pp., entitled “American Stranger,” and “Song;” also an account of New Guinea, its discovery, etc., taken from Cook’s work.

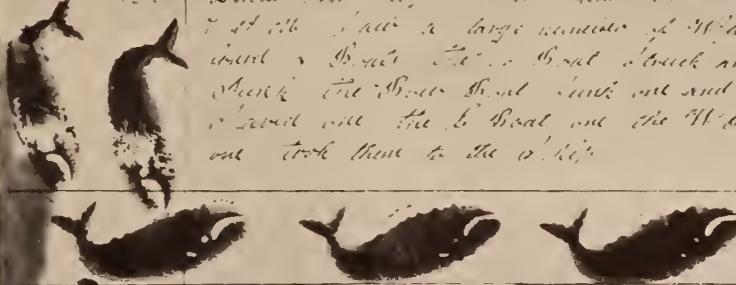
234. LOG BOOK. ORIGINAL MANUSCRIPT OF A WHALING VOYAGE ON BOARD THE SHIP “SOUTH BOSTON.” *With 63 stencils of whales.* 86pp., folio, boards, leather back.

1839

UNPUBLISHED LOG OF GREAT INTEREST, CONTAINING SIXTY-THREE STENCIL STAMPS OF WHALES THROUGHOUT THE VOLUME.

The stencil of the whale which is recurrent in this log book is used to indicate the encountering of a whale. If the silhouette is in a horizontal position, it means that the whale was harpooned, killed and cut in to the ship. If the head points upward, that the whale was found adrift, having in all probability been dispatched by the crew of another vessel, who failed to recover the body.

[ *Continued* ]

South Boston Crousing for Whales	
Wednesday March 25th 1839	Wind east with light west and calm at noon saw 3 Sperm Whales 100 ft long E. N. E. Saw 3 more but light winds and impossible to get near them. Saw a large number of Humpback Whales about 3 miles off. Struck 3 Boat & took them out and struck the Bowline. Struck one and lured one the L Boat and the W Boat one took them to the ship.
	
Thursday March 26th	First part calm employ'd cutting ice at 8 A.M. Finished cutting and commenced shoaling. Weather dark calm latter part moderate gales from the N. and East Unusual shoaling at 8 P.M. saw whales ward 3 boats struck a whale to the L Boat took him to the ship proved to be a very nice fine whale

[ No. 234 ]

When the head points downward, the whale was harpooned, but sank before it could be secured.

The remarks of the happenings of the voyage are exceedingly interesting while the *South Boston* was bound toward Cape Verde, "towards the Tristean Islands, towards the Cape of good hope, towards Fort Dorphin," etc. Other captions announce that the *South Boston* was "Crousing for Whale on the Coast of New Holland, New Zealand, off Cape Horn," etc.

An excerpt reads: "Thursday, April 25th, 1839. First part Strong breezes from S. S. W. Spok a French Ship at 4 P. M. spok Ship China of New Bedford With 1200 bbls 7 Months out Saw Sperm Whales loard Without Sucess Latter part moderate breezes from S. W. Saw Whales Loard 3 Boats Struck one to the L Boat took him to the Ship and cut him in."

[SEE REPRODUCTION]

235. NAVAL DOCUMENTS. FRENCH. A Collection of 40 Documents Signed and One Letter Signed, in French, by French Naval Officers, relating mainly to Toulon, 1750-1797. Written on about 111 folio pages, each piece tipped to leaf of heavy cream-color drawing paper. Bound in large folio volume, three-quarter dark blue levant morocco, full gilt back, gilt top, uncut.

1750-1797

SPLENDID COLLECTION OF ORIGINAL FRENCH NAVAL MANUSCRIPT DOCUMENTS of the last half of the Eighteenth Century (1750-1796), SIGNED BY LEADING NAVAL COMMANDERS, relating mainly to Citations of Officers of the two vessels, *L'Hippopotame*, and *La Ville de Paris*; rules concerning the officers in port and officers on vessels in the service of the Port of Toulon; remarks by the Chevalier de Chateauneuf, Commodore, relative to de Sabran's plan concerning the ship's boats, carrying 24 guns; extracts from regulations granting leaves to certain officers, relative to the salaries of officers at sea; order transferring seven Galleys from Toulon to Marseilles; reports of the naval discussions held at the home of the Marquis de Saint-Aignan, of the Lt.-General of the Naval Armies, and under the Presidency of the Comte d'Albert de Rions; Paper on the Sterns of Vessels; and other similar matters.

THIS NOTEWORTHY COLLECTION includes among its very interesting manuscript documents, the following,—

Seven D. S. by LE DUC DE CHOISEUL, chief Minister of Louis XV, 1760-1765, the first two D. S. also countersigned by LOUIS XV; LE CHEV. DE CHATEAUNEUF-THOMAS, 1750; LE DUC DE PRASLIN, 1767; Marquis de St. Aignan, 4 D. S., 1777; Pouchot de Champolassin, 1779; Chieusse, with a MARGINAL DRAWING IN COLORS; Vidal Delery, 2 D. S., 1779; Leclerc, 1780; Chev. de Fabry; Chassaignet Durfe; Bleschamps; Duboury; Giraud Daniel (several); La Luperne; Le Baron de Fougeres; Brunet; and a few others.

236. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "MAY FLOWER" FROM NEW BEDFORD, MASSACHUSETTS. "Journal of a Voyage on board the ship May Flower. James A. Norton, First Officer, & Henry Cotts, Master. Copied for Lieut. Maury," covering a period from July 9, 1839 to May 23, 1841, in all twenty-two months and thir-

[Continued]



[No. 236]

teen days. *With drawings of whales, DRAWN IN INK.*  
180 pages folio, half leather. 1839-1841

AN UNPUBLISHED WHALING JOURNAL describing the experiences of the voyage, the number of whales captured, lost, or seen. The familiar marginal stencil indicating the several whales captured bears the number of barrels of oil yielded by each.

The *May Flower* left “*New Bedford bound to the Coast of New Holland,*” on July 9, 1839 and returned to port on May 23, 1841. Among the points named on the voyage are Port Albany, Christmas Island, and Port Ampannax. Also mentions ships “spoke,” incidents of the voyage, etc.

The following are a few of the many interesting entries,—  
“Nov. 20 . . . at 2 p. m. saw light whales, at 3 lowered, struck one, killed, at 4 took him to the ship. . . . The cooper & steerer got knock 25 feet by the whale, off duty.” “Nov. 23 . . . Spoke the ship *Bowdage*.” “Nov. 24 . . . at 4 p. m. spoke the ship *Hongua*, Capt. West, 14 whales.” “March 2 . . . Port Albany. . . . Fine weather. . . . I went on shore to spend the night to look for deserters. Could not find them.” “May 31 . . . at 1½ p. m. lowered two boats. At 3 p. m. struck him. Stove the starboard boat. At 5 killed him and took him to the ship. Being a very bad whale he knock me about 30 feet from the boat, but hurt me none. . . .”

[SEE REPRODUCTION]

237. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "CALLAO" OF NEW BEDFORD. "Ship Callao of New [Bedford] bound on a Whaling Voyage to the South & North Pacific Ocean. Capt. J. A. Norton." Covers a period November 2, 1842 to June 14, 1845, almost three years. *With stencil drawings of whales.* 176pp. folio, half leather.

1842-1845

LONG AND INTERESTING UNPUBLISHED WHALING JOURNAL, giving the daily occurrences of the voyage, weather conditions, ships "spoke," whales seen, and whales captured, on a whaling voyage to the North West coast.

Among some of the places mentioned in the log are the following,—Isle of Diego (Virgin Islands), Isle of Massafura, Galapagos Islands, Albamarle Island, Hervey's Island, Orurute Island, Gore's Island, Felix Island, Tacames Port, Green River, La Tola, Esmaraldas, Hoodes Island, Lee Bay, Narborough, Culpeper Island, and others.

The following are a few of the interesting entries to be found,—Jan. 3, 1842, "*Richard Yeats the cook died after being sick 6 weeks with the consumption;*" and on the following day Jan. 4 is to be found the entry, "*Buried said Richard Yeats after performing the usual funeral ceremony by reading a chapter in the Good Book, 8 Chpt. of Romans.*"

March 19, "*speak the George Howlands, 10 months out, 550 bb. of sperm, with 20 men Professors of Religion. I stop on board.*"

The following entry shows the punishment meted out to men of those days for disobedience on board,—"*March 19, 1843. . . . At 8 a. m. put Lyman Thurlow, William Lechle, and John Esmond in the rigging and gave them one dozen on the back for dening duty and deserting ship, which after one dozen promised to go to their duty.*"

April 5, 1843, "*. . . William Nooton, Lyman Thurlow, John Esmond & William Leche & two Sanwich Island natives took the bow boat and steered up to the leeward down the coast. At 4 a.m. Mr. Norton started in persuit and went as far as Esmaraldos. At 9 p. m. came on board hearing nothing of the boat.*" April 8, "*. . . toward a boat and landed at Green River to git information of the men wich they inform they see them pass the day before down the coast. . . .*" April 9, "*. . . I spoke the schooner belonging to Guagaquil, Capt. Williams who informed me the boat was to La Tola and that the men had cleared in the bush. At 6 p. m. I arived to La Tola and found the boat but the men they told me had gone to Esmaraldas and that I*

[Continued]

[237. LOG BOOK—SHIP “CALLAO”—Continued]

could not take the boat without paying 17 dollars, so I left the boat. . . .”

April 17, “Still in chase of the whales. At 4 p. m. lowered, struck one, killed at 5, took him to the ship. James Brown got his shoulder knock out of joint by the whale striking the boat. . . .” and many other entries of interest.

### “OLD IRONSIDES”

238. UNITED STATES NAVY. LINCOLN (AMOS). Document Signed, small 4to, Boston, Aug. 3, 1798; TALBOT (CAPT. SILAS). Letter Signed, 4to, Frigate *Constitution*, 19th June 1799; WARRINGTON (CAPTAIN LEWIS). Autograph Letter Signed, 4to, Washington, Dec. 26, 1843; BUCHANAN (JAMES—15th President of the United States). Autograph Letter Signed, Senate Chamber, 29 March, 1844; LONG (JOHN D.—Secretary of the Navy). Letter Signed, Washington, April 12, 1897. Together, 5 pieces.

“A most interesting historical group: ALL RELATING TO “OLD IRONSIDES.”

The first is an official receipt, covering 190 ammunition boxes, etc., for the *Constitution*; Captain Talbot commanded the frigate in 1799—his letter to Capt. Little, of the *Boston* is an official request to attend a court martial on board the *Constitution*. LETTERS OF CAPT. TALBOT ARE RARE.

Capt. Warrington’s fine letter to Capt. Percival, then commanding the *Constitution* refers to her rejuvenation: “. . . I suppose you are getting on with the old ship pretty well. I hear it said you will not do enough to her; that she won’t bear service & that she will drown all hands. My answer is, a man must be a fool to go to sea in his own coffin; and that I know of no better way of repairing a ship than under the eye of him who is to command her. It is but fair to let authority & responsibility go together. I have no fear for the result,” etc.

Mr. Buchanan’s letter—a superb example—conveys to Capt. Percival his grateful remembrance of the reception on the *Constitution* of his (Buchanan’s) friend, Henry C. Moorhead. Secretary Long’s letter relates to the “celebration in Boston of the Centennial of her construction in October” (1897), and contemplated repairs.

239. BRADY (WILLIAM N.). ORIGINAL AUTOGRAPH MANUSCRIPT of "The Naval Apprentice's Kedge Anchor." 230pp. folio, boards. *Circa* 1840

AN IMPORTANT MANUSCRIPT. This is the Original Autograph Manuscript as used by the printer in preparing Brady's well-known work "The Naval Apprentice's Kedge Anchor." However, this volume of manuscript does not contain the "Receipts" covering pp. 322-328 in the printed work.

Accompanying the above is an "Appendix" comprising 44pp., signed at top of sheet,—"W. N. Brady," probably an Appendix to a later issue of this work, "The Naval Apprentice's Kedge Anchor."

For a printed copy of this work, with autograph corrections by the author, see No. 52.

240. BRADY (WILLIAM N.). Manuscript Volume, divided into two sections,—(1) Book of Remarks of Mr. William N. Brady, Master, U. S. Navy, 50pp.; (2) Tables for Watches, Rigging Ships, etc. in the United States Navy. 60pp. folio, full calf. *Circa* 1843

AN IMPORTANT VOLUME OF MANUSCRIPT. The section of the volume entitled "Book of Remarks" contains a Comparison of ships, number of guns rated, actual number of Guns, and mentions the names of the ships *Pennsylvania*, *Delaware*, *Potomac*, *Pique*, *Yorktown*, and other ships; Dimension of Masts & Spars proposed to the Bureau of Construction for 1st class sloop *Saratoga*; New Plan for masting & sparing Ships of War by Boards of Naval Constructors; June 1843 in the City of Washington; Masts and Spars of Sloop of War *Plymouth*; Table of Masts and Spars of Vessels of the U. S. Navy; Proportions for the lengths & diameters of masts and spars adapted to the Merchant Service, etc.

The second section consists of several tables,—For forming the Watch Bills in Ships of the Line, Frigates, and Sloops of War of Three Classes, and in Brigs and Schooners of 12 Guns; according to the complement allowed by the Navy Commissioners; Stationing at Quarters, the Officers and Crew of a Ship of the Line of 90 Guns; Frigate Mounting 54 Guns; Sloop of War, 24 Guns; and a Schooner or Brig of 12 Guns; Tacking and Weaving for a Seventy-Four, Frigate and Sloop of War of the First Class, and a Brig of 12 Guns; For regulating the Watch, Quarter & Station Bills for a Schooner of War of 12 Guns; and other tables.

241. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE SHIP "MERCATOR" FROM NEW BEDFORD. Obed Delano, Master. From August 21, 1840 to March 20, 1843, comprising a voyage of 33 months and 27 days. *With 7 stamps of whales.* 161pp. folio, boards, leather back.

AN UNUSUALLY FINE UNPUBLISHED LOG OF A WHALING VOYAGE TOWARD THE WESTERN ISLANDS. STAMPS OF WHALES ON SOME PAGES.

Amongst the interesting contents can be found two philosophical dissertations, expressing faith in the Omnipotent. In one entry, nine men are said to have deserted the ship, making off in a boat, carrying with them numerous articles belonging to the larger vessel. The boat and one man was recovered. Another entry says four men deserted, of whom but one returned. Three men were shipped to replace the missing ones. One entry mentions the sighting of "finbacks." It is exceedingly interesting to note the remarks entered while whaling in the Atlantic Ocean, along the Coast of Brazil, in the South Atlantic, off the river Rio de la Plata, off the West Coast of New Holland, on the south coast of Australia, while the vessel was bound for St. Helena and from the coast of New Holland back to New Bedford.

242. SHIP "JOHN COSTER." MANUSCRIPT JOURNAL of [D. P. Benjamin] including one trip to China "on board Ship John Coster," from December 8, 1845 to October 2, 1846; and three trips to Liverpool: one on the "Ship Rainbow" from April 3, to June 1, 1847; and two trips on the "Ship Memnon" from December 9, 1847 to March 11, 1848, and from April 12 to June 1, 1848. With notes of trips to Liverpool on the "Berganza" and "Coavur." 36pp. folio, wrappers. In half morocco case.

On the return trip from China on September 22, 1846, Capt. Benjamin encounters a "Convoy of Merchantmen under the U. S. Sloop of War Plymouth," from whom he obtains some stores and under whose protection he remains "to avoid the risk of capture by Mexican Cruisers."

243. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE SHIP "CANDACE." John Bolles, Master. 140pp. folio, boards, leather back.

1845-1847

UNPUBLISHED LOG OF UNUSUAL INTEREST. WITH STENCILS OF WHALES ON SEVERAL PAGES. The impressions are in different positions, some have but part of a whale in silhouette. About 32 in all.

The voyage touches the "South Pasific Ocean," "Rio de Jinario," North Indian Ocean, South Pole, Japan Islands, Sandwich Islands and finally bound for New London and home again.

An excerpt from one portion of the log states that two members of the crew desert, summary retaliation dealt out to two others, it being found necessary to punish someone.

From July 5th to August 1st, the writer of this part of the log mentions that Captain Bolles has the smallpox, the first mate and Mr. Smith taking over his duties. Captain Bolles comes very close to death, and the ravages of the disease are recorded scrupulously by the mate, who possesses a robust sense of the dramatic. The spiritual experiences of Captain Bolles are set down day by day to form an epic of religious fervor. The Captain is fully convinced that he will not recover, and in his pardonable emotion, he repents of a vast number of wicked incidents; his voice is heard all day, according to Mr. Smith, lamenting the fact that he must spend eternity in perdition, and assuring his Maker that if he be spared he will devote the remainder of his days to holy works. The reactions of Mr. Smith are likewise highly instructive.

Just as the Captain is convalescing, the second mate, members of the crew, and finally Mr. Smith himself, are taken with smallpox.

Besides entries such as the above, in many the writer speaks of the harpooning of the whales. On one occasion all sight of the boats was lost, but finally they caught the whale and all the crew came safely aboard. The first whale that was caught yielded 23 barrels of oil. Captain Bolles is quite lyrical and could not refrain from including a couplet in one entry.

Several pages are taken up with nautical notations, theological dissertations and poems, evidently composed during quiet watches at sea. There is one entry made after the Captain's return which purports to be a log of the household. There is also a poem written by Mrs. Bolles in reply to the verses composed in her honor. Interspersed are the accounts of the oil and whale-bone taken during the voyage.

[Continued]

Towards New London Sandy Bottom

Wednesday April 18 M.

The first part of these 24 hours light breezes from E. middle part the later part - S.W. steering N.W. 10°. At the end of the day to the W.W.  
Lat obs 33.35.0° Long by Obs 69.10 W.

Thursday April 19 M. 1847

The first part of these 24 hours by E. S.W. from S.E. blowing N.W. by N. middle part - East - S.W. we did see a small sperm whale down east And got five so ends leaving them to the ship  
Lat obs 34.35.0°



Wednesday April 19 M.

The first part of these 24 hours light breezes from East & N.W. took the whale to the ship and took him up. We finished cutting best of S.W. wind & took part light breeze from N.E. we went on cleaning away the whale now & he steering S.E. so made the way  
Lat obs 33.00.0° Long by Obs 70.27 W.

Thursday April 19 M.

Now we have been 24 hours without breeze as was the case yesterday S.E. It will continue on today, we are still

[ No. 243 ]

One entry reads: "The first part of these 24 hours light breezes from S. steering N.W. middle part the same. Later part fresh breezes from South. This forenoon Samuel Carpenter experiences religion while standing at the whale And I hope that he will hold out. So ends this day."

[SEE REPRODUCTION]

244. LOG BOOK. PORTION OF AN ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "ALERT" [of New Bedford]. "Ship Alert bound east looking for Whales. James M. Green, Master." Covers a period (with portions lacking) from November 6, 1847 to October 28, 1849. *With 24 pen-and-ink drawings of whales, some of which are in outline.* 70pp. large folio, half leather. 1848-1849

AN INCOMPLETE JOURNAL, a great number of the leaves having been extracted. Gives accounts of whales captured, whales seen, workings aboard ship, boats sighted, weather conditions, etc. One entry, that of Nov. 14, 1849 mentions that "*John Lawrence the cook drawed a sheath knife on the mate & threatened to stab him.*"

Pasted on the leaves at the end are several printed sheets of music, entitled, "Welcome to our Halls Tonight," "Loving, Gentle Cora Bell," "O that a little Cot were Mine," "I Love thee Yet," and "Maiden Resolution."

245. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "OHIO" OF NEW BEDFORD. "Journal of a Voyage on board the Ship Ohio of New Bedford bound to the Arctic Ocean." Covers the period October 9, 1851 to May 28, 1853, about two years and six months. *With four stencil cuts of whales.* 102pp. folio, half leather. 1851-1853

AN UNPUBLISHED AND INTERESTING WHALING JOURNAL. The *Ohio* returned from a whaling voyage of about two years and five months, on March 31, 1851, and after being in port seven months started out on the above whaling expedition. At the end of the volume is an account of whale oil stored on board and the dates of storing.

This interesting journal gives account of the various ships "spoke," and in some instances their "luck" since on the voyages; also gives incidents on board ship, whales seen, whales taken, and other interesting information. Among some of the places noted in the journal may be mentioned, Gardiner's Island, Charles Island, Cape Olivin, Gulf of Tavois, Bohead Bay, Browns Islands, Oahu, High Island, and others.

Among the entries are the following, one being written in a very humorous way,—

[Continued]

*Journal of a Voyage on Board the Ship  
Ohio of New Bedford bound to the Arctic Ocean*

*Remarks on Thursday October 9<sup>th</sup> 1851.*

At 6 a.m. the steam boat towed  
the ship from the wharf and left her off Clark point light  
with a light air from the S.E. heading out the bay

*Remarks on Friday Oct 10<sup>th</sup>*

Commences with light air  
from the S.E. and pleasant weather heading out the bay at  
5 p.m. off the sound big light boat at 6 p.m. she held left at  
9 pm Gay Head bore N.E. distly Est 6 Leagues Noreast past head  
of the S.W. Lats heading from 37° 10' to 38° 1 La H by Oct 10-12.

Long 77° E 70.42°

[No. 245]

August 10, 1852, ". . . one boat steerer off duty with the head  
ach. Who would have that it;" June 22, 1852, Ockotsh Sea, ". . .  
Squally rainy weather. Stil laying at anchor, at 2 p.m. the 3  
boats come off without success. At 2-½ sent all hands below. At  
5-½ p.m. took a heavy squall from the east, the ship struck a drift.  
Called all hands and hove up the anchor and come very near going  
ashore on the reef . . . ;" July 12, 1852, ". . . I lowered my  
boats and went up the Gulf to a Russia settlement for to git a bullick  
and some salmond. . . ."

July 3, 1852, ". . . John Hire died with the dropsy after being  
sick 2 months. Layed him out desent . . ." July 4, 1852, ". . .  
at 9 a.m. I took the above deceased on shore and buryed him after being  
4-½ hours diggin his grave with 6 men at work at it. Read a chapter  
in the Bible . . ." August 12, 1852, ". . . the ship Merrimack  
struck a drift and come very near drifting down on to us . . . Ship  
down on her beem ends with 150 bb. of oil on deck and 8 whale heads  
on deck;" and other entries of interest.

[SEE REPRODUCTION]

246. WHALING. ORIGINAL ACCOUNT BOOK OF THE SHIP "CONDOR." Capt. J. Taber, Master. C. W. Morgan, Agt. Narrow folio, boards, sheep back. 1846-1848

AN INTERESTING WHALING ITEM. The *Condor* sailed from New Bedford on July 7, 1846 and returned on March 7, 1848, covering a period of about 20 months. Contains an account of the ship's expenditures, etc., including accounts of purchases by members of the crew from the ship's "slop chest."

247. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "OROZIMBO" OF NEW BEDFORD. "Ship Orozimbo of New Bedford. Bound on a Whaling Voyage to the North W. Coast. Captain J. A. Norton." Covers the period October 30, 1845 to April 6, 1848, about two years and six months. *With drawings of whales.* 116pp. folio, half roan.

1845-1848

AN UNPUBLISHED AND LONG WHALING JOURNAL, giving a day-by-day account of the voyage, incidents on board, whales seen, whales taken, ships "spoke;" mentions the various gales encountered, etc.

Among some of the places mentioned are,—Moni Island, Attoo Island, Talcahuana, Owhyhee, Oahu, Whylooluck Island, and others.

Some of the interesting entries to be found off-hand are,—  
Dec. 8, 1845, ". . . Spoke the Bark Ship *Aden* of London . . . bound to Hobert Town. The Doctor com on board to see a sick man and prescribe medicin for him . . . ;" Dec. 10, 1845, ". . . at 2 p. m. hove aback for the bark *Aden* to came up. At 2½ p. m. lowered the boat and went on board for the doctor to see the above sick man. At 3 the boat come with 4 English Minister and one was the Arch-Deacon of Vandemans Land [Van Diemen's Land, the former name of Tasmania] . . . Our pardner still in site and our sick man is convalescent. . . ."

June 15, 1846, ". . . at 6 a. m. saw whales, at 7 lowered, at 8 struck 1, killed him and sunk him. While holding him up the logger-head flew out and struck one of the men with great forse the back part of the head which heart [hurt] him very bad. Took him on board and him . . . ;" Nov. 21, 1846, ". . . at 6 a. m. blowing a complete hurricane, at 7 saw a ship ahead 3 ships length coming into us, put the whole hard up, fell off 4 points and stop the ship, pass to [illegible] once her length which we heave reason to thank God for . . . ;"

[Continued]

[247.] LOG BOOK—SHIP “OROZIMBO”—*Continued*]

Sept. 16, 1847, “. . . Called all hands aft to find out whoo hove the [illegible] overboard. It prooved to be one Richard Sackett, which I put in the rigging and gave him 23 lashes and then he owened it and I set him to make another one. . . .”

December 12, 1837 “. . . David Willson being vary sick. Takeing 5 days since. Bleeding from the mouth and nose could not stop it. After trying everything . . . at 1 a. m. David Willson died heaving his senses until the last minuit. Layed him out and brot him aft.” Dec. 13, 1847 “. . . at 1 p. m. called all hands to attend funeral. After reading the 7 Chapter of Ecclesiasters. We bearried him as deasent as it could be done on ship board . . . ;” and many others of interest.

248. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE “CALLAO” OF NEW BEDFORD. “Ship Callao, New Bedford, H Baker.” Covers the period from July 28th, 1852 to May 27th, 1857. 142pp. folio, boards. 1852–1857

A LONG AND UNPUBLISHED WHALING JOURNAL, giving many details of a five-year’s cruise that netted 3,589 barrels of whale oil and 27,900 pounds of whale-bone. This was an exceptionally long cruise and consequently the captain had some difficulty in maintaining his original crew. At Owhyhee, March 25th, 1853, two men deserted the ship “and one got caught by the natives and put in prison.” The entry for the following day reads,—“At 4PM took deserter onboard the Ship by paying the police, for the catching of him, found Mr. Lawrence to be out of the way several times on account of liquor not capable of doing his duty, Capt Baker then Ordered the remainder of the liquor to be thrown overboard.”

On July 10th 1853, “the cooper, Charles Macintosh the Carpenter William Silly and the Steward, Hobart Alnore took a Boat and 3 Muskets, 1 keg of Powder Capt Baker Pistol and the third Mates Pistols . . . the spoons out of the Cabin and several more Artickles &c, and threatened to shoot the first man that would prevent them, they then left the Ship.”

A letter dated, “Honolulu Jan the 22 1854,” reads in part, “I went on board the Ship two weeks ago last tuesday we have discharged about 21 and 50 barels and have got about 1 hundred and 50 left.”

Some of the other whalers sighted during the voyage are,—The Constitution of Nantucket, the Arnolda of New Bedford, the John Coggershall of Fairhaven and the Silas Richards of New Bedford. The voyage netted about 60 whales. A list of provisions for the trip is given at the end of the log.

Honolulu, Oahu, Hawaii. April. 1849.

Wednesday, April, 2d.

This 4 p.m. came with full news from the ship "Mercury" all  
about the sail crossing from Whalby. Some plenty of whale oil on board.  
at 6. set eight. men on board the ship "Mercury" full health  
the men on light men and eating at 8 a.m. had a brief hearing from  
the Capt. of day lights set double reef top sail, at 7 bound  
one boat for Whalby. at the bound again at 12 came on  
board. Sear for a whale. So ranged to leeward again  
Lat. 88° 56' N Long 157° 30' E



Thursday, April, 2d.

This 2d. early the weather begins to moderate at 4 P.M.  
set double reef sail. at 6 bound 2 boats for a whale  
at 8 struck to the waist boat at 11. got him along with  
at 12 the mate. at 5 a.m. called all hands got breakfast  
commenced cutting. saw several seals and ships on shore  
Lat. 88° 49' N

Friday, April, 2d.

[ No. 249 ]

249. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE SHIP "MERCURY," STONINGTON. "Ship Mercury of Stonington. Gurdon Pendleton, Master. Bound on a Whale Voyage." Covers a period from July 21, 1848 to November 8, 1849, in all about one year and six months. With stencil drawings of whales and the number of barrels of oil yielded by each, also stencil drawings of ships, denoting on which days ships were "spoke." 80pp. large folio, half leather.

AN UNPUBLISHED AND INTERESTING JOURNAL UP TO, AND INCLUDING, THE DAY THIS ILL-FATED VESSEL TOOK FIRE IN THE HARBOR OF OAHU, HAWAIIAN ISLANDS, AND HAD TO BE SCUTTLED, THE ENTIRE CARGO OF OIL BEING LOST. The course of the ship was towards New Zealand, then to the Island of Guam, to the Japan Sea, Ochotsk Sea, Sachaline Sea, thence to the Isle of Oahu, Hawaiian Islands, sometimes called the Sandwich Islands, where the vessel took fire on November 8th, 1849. On the last sheet at the end of the volume is an account of stores on board the vessel, also an account of oil stored on board up to the time of the vessel taking fire.

The following is an account of the fire,—“Thursday, Nov. 8  
... At 9 o'clock set the anchor watch for the night. At 1-½  
o'clock a.m. all hands aft was aroused by the alarming cry of fire by

[Continued]

[249. LOG BOOK—SHIP “MERCURY”—Continued]

one of the foremast hands named John More. Capt. Pendleton, all of the officers, and boat steerers rushed on deck where we met the crew coming out of the fore castle. The fire was coming out of the fore hatch from 3 to 5 feet high. The fire was first started in the fore hole between decks on the starboard side close to the fore castle bulk head amongst the tared riggin. Water was thrown down the fore hatch, but to no purpos, the fire being in the star wing. I then called to the men to pass the water down the fore scuttle which I attempted to descend, but was forsed back by the smoke. I then called for axes so cutt a hole threw the deck over the fire. Mr. Gates came to my assistance. I then spoke to Capt. Pendleton about scuttling the ship. This was the work of about 15 minutes during wich time the alarm had been heard, and one boat from the ship Cossack was alongside, and a large number of others coming to our assistance. The U. S. ship Preble also fired alarm guns, and the First Lieutenant with his men came to us and took the charge. When we first discovered the fire there was no possability of saveing the ship. Orders was given to scuttle the ship was executed at about 2 o'clock a.m. Hundreds was employed saveing sails, spars and every thing of value they came across. The fire burnt rappidly and about 3 o'clock a.m. Friday morning every person was compelled to leave the burning wreck. Capt. Gurdon Pendleton was the last man that left the ship.”

There are many interesting entries, mention of ships which were “spoke,” whales seen, incidents of the day, work accomplished on board during the various parts of the day, etc.

[SEE REPRODUCTION]

250. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE “NAUTILUS” OF NEW BEDFORD. “Ship Nautilus’s Log Book. Bound toward the Western Islands. Charles G. Swain, Master.” Covers a period July 26, 1855 to June 29, 1859, about four years. 200 pages folio, half leather.

1855-1859

A VERY LONG AND MOST INTERESTING WHALING JOURNAL, COVERING THE LONG PERIOD OF FOUR YEARS. Written in a clear, legible hand. This journal gives a minute account of the life on board, whales seen, whales captured, vessels seen, weather conditions, etc. Gives names of places passed, places stopped at, etc. Mentions a shipwreck and salvaging some of its cargo of lumber. Also gives names of men who deserted.

[Continued]

[250. LOG BOOK—SHIP “NAUTILUS”—*Continued*]

The cruising radius of the whaling ships was great, as will be seen from some of the headings of the pages, reading,—“Bound toward the Western Islands, Cruising around the Western Islands, Bound South, Off Cape Horn, Bound down in the latitude of 18, in shore, at Talcahuano, Going down the Coast, Cruising about the Line, To the s.w. of Albermarle, About the Gallapagoes Islands, About the Line, To the North of the Line, At Esmeraldus, Cruising on Gallao Ground, Off Callo, Bound up the Coast, Off Talcahuano, Down the Coast, Around the Gallapagoes Islands, Cruising about the Line, Off South Head of Albermarle, About the Gallapagoes Islands, Between the Islands and Main Lands, Off Tecamas Hump-backing, About the Equator, At Tumbes, At Payter, Off Talcahuano, Bound South, Off Cape Horn Bound Home, Bound to New Bedford, Running through the Trades.”

The following are a few entries,—March 17, 1856, “. . . the George Washington was set on fire at 6 a.m. sent 3 boats to help them.;” March 18, 1856, “George Howell & William Heinz deserted.;” March 19, 1856, “. . . at midnight the fire broke out on the George Washington . . .;” September 24, 1856, “. . . About 2 p.m. John Cruis of Guam was swimming in the river and drowned. Another boy had hold of line, but could not hold him . . . found the boy, took him aboard . . . made a coffin & buried him . . . caught the deserters . . .;” and other entries.

251. LOG BOOKS. ORIGINAL MANUSCRIPT JOURNALS: (1) “Journal of a Whale Voyage on Board Ship Bartholomew Gosnold of New Bedford.” With 16 outline drawings of whales. Covers the period September 16, 1862 to March 22, 1864. 180 pages small 4to. 1862–1864; (2) “Journal of a Voyage on board Ship Isaac Hicks [of New London] to Desolation and Hurds Island.” Covers a period July 20, 1858 to December 31, 1858. 12pp. small 4to. Both written in one vol. small 4to, half leather. 1858–1864

UNPUBLISHED, INTERESTING AND WELL WRITTEN WHALING JOURNALS KEPT BY CAPT JOHN BOLLES. The first Journal mentioned above covers a voyage to the South and North Pacific Oceans and the Ockotsh Sea. The entries are very well written, and the Captain apparently was a very painstaking man, as he has given the latitude and longitude in each instance, recorded

[Continued]

[251. LOG BOOK—SHIP “BARTHOLOMEW GOSNOLD—Continued]

incidents aboard ship, ships spoken, places stopped at, places sighted, etc.

In the first Journal a few of the entries that are outstanding are,—“Dec. 25, 1862. A Quite exciting Christmas. Charles Willson stuck a jack nife through John Haman’s frock and two shirts into his abdomen, about I should think one inch. A bad looking wound. He says it was an accident, that he was only fooling, but from his having threatened others with a knife I think it was done intentionally. Gave him a good ropes ending over the back and shoulders and let it go at that at present;” Jan. 14, 1863. “Kept off to the eastward bound for New Zealand. Bound from thence to the North Pacific & Oshosks Sea, and elsewhere. If all things work favorable I am in hopes of filling this ship in two seasons north;” May 9, 1863. “Steering N.W. allmost calm. I don’t know when we shall get into the Oshosks Sea, but when there the Lord grant us plenty oil so that we may get a voiage and get hom again;” Feb. 2, 1864. “During the night G. Long, P. Harrison and Joseph Sylvia, C. Millton & J. C. Haman and C. Willson stole a boat that was lying astern and ran away . . .” February 5, 1864, “Spoke the California and found her right from Margareta with our boat on board and five of the men, four of which I took on board . . . together with the boat. Harrison I left on board the C. being such a scamp I did not want him . . .”

In the second Journal, Captain Bolles gives a “List of vesels burned by rebels of Isle of Flores,” on the first page; and on the second writes, “July 20, 1858. Sailed from New London, Ship Isaac Hicks. John Bolles, Master. Lawrence & Co. Agent and owner. Bound to Desolation and Herds Island Whaling and Elaphanting.” On October 31st he records that “This day run into the Island harbour Desolation . . . and came to anchor . . . Landed on island from I. Hicks” [then gives a list of provisions].

252. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE “BLACK EAGLE” OF NEW BEDFORD. “Barque Black Eagle of Newbedford May the 20 1860.” Covers the period May 20th, 1860 to Nov. 3, 1861. 40pp. folio, boards. 1860-1861

INTERESTING JOURNAL, giving an excellent idea of the life and methods of whalers. The *Black Eagle* weighed 311 tons, was built at Sag Harbor, 1851 and was owned by S. Thomas and Company of New Bedford. This log of a trip to the Davis Straits vividly depicts the everyday events on board a whaling vessel. The voyage netted 1,122 barrels of whale oil and 16,800 pounds of whale-bone; the value of the entire cargo was \$32,400.

[Continued]

[252. LOG BOOK—SHIP “BLACK EAGLE”—Continued]

Some of the entries read,—“*July 18 1860 Foust Part Stroung windes frorn the N E and a Snow Storm later the Sam and So Endes.*” September 15th, 1860,—“*Stroung windes from N W the Bouts off cruisin and So Endes Saw won Whale Struck him and culd [killed] him and toed him abut 15 mils gout him to the Ship Sunday.*” September 25th, 1860,—“*im ployed on Storing Downe the oil and Bown the mount of oil of the 2 whals 280 brls.*” May 17th 1861,—“*im ployed on mincin Blubase and puting it in cas and Stoad 20 cas of Blubase in the Snow and So Endes.*”

253. LOG BOOKS. Logs of His Majesty’s Ships “Orlando,” “Victory,” “Doris,” “Duke of Wellington,” and “Minotaur.” Kept by Arthur Henry Stone, Naval Cadet. One vol. folio. 1864–1870

AN EXCEPTIONALLY FINE COLLECTION OF LOGS IN ONE VOLUME KEPT BY ARTHUR HENRY STONE, NAVAL CADET. Throughout the volume are a great number of ORIGINAL WATERCOLOR DRAWINGS, being views of places where the ship anchored or passed, plans of naval ordnance, masts, pen-and-ink maps, pencil sketch of an American screw war steamer which he saw off the Isle of St. Thomas (Virgin Islands), etc. Each log has a hand-executed title-page, by Arthur Henry Stone.

The following is a list of the logs and the periods they cover:

Log of H.M.S. *Orlando*, commanded by Captns. G. G. Randolph and John B. Dickson. From December 19, 1864 to January 3, 1866. Among some of the places mentioned are,—Malta, Naples, Corfu, Tunis, Gibraltar and Plymouth.

Log of H.M.S. *Victory*. In Portsmouth Harbour. January 4, 1866 to February 4, 1866.

Log of H.M.S. *Doris*, commanded by Captains Charles Vesey & Henry Carr-Glyn. From February 5, 1866 to June 16, 1869. Among some of the places mentioned are Plymouth, Madeira, Gibraltar, Bermuda, Port Royal, St. Lucca, British Columbia, Barbadoes, Virgin Islands, Halifax, Prince Edward Island, Haiti, and other places.

Log of H.M.S. *Duke of Wellington*. From June 17, 1869 to July 30, 1869. Logs all the events while the ship was in the harbor of Plymouth.

Log of H.M.S. *Minotaur*. Captn. James G. Goodenough, bearing flag of Vice Admiral Sir Thomas Symonds. From July 31, 1869 to October 17, 1870. Among some of the places mentioned are Portland, Plymouth, Gibraltar, Lisbon, Queenstown and the Azores.

254. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "BARTHOLOMEW GOSNOLD" OF NEW BEDFORD. "Journal of Ship B. Gosnold's 2nd Season North." John Bolles, Master. Covers the period April 13, 1864 to July 11, 1865. Contains 12 outline drawings of whales. 100pp. small 4to, half leather. 1864-1865

AN UNPUBLISHED AND INTERESTING JOURNAL, BEING A CONTINUATION OF THE WHALING VOYAGE DESCRIBED IN THE ENTRY NUMBER 251. WITH AN ACCOUNT OF VIEWING A PIRATE SHIP AT WORK BURNING WHALERS. This journal begins from the Lahaina Island, one of the Hawaiian group. A very clearly written journal, giving account of whales captured, whales lost, places sighted, places visited, etc.

An interesting entry is,—“Oct. 24, 1864. Lay in San Francisco 50 days. Discharged and sent home by Ship Prima Dona 1124 bbls. oil and 10170 lbs. whale bone. Discharged the mate E. R. Bently and the most of the crew took french leave at San Francisco. Left the port with the best of wishes and very little money. John Bolles.”

The entry regarding Pirates comes under date of June 27, 1865 and reads,—“5 sail in sight, one a rebel pirate at anchor employd in burning whale ships. At the time he was in sight the Gipsie was in flames and he was at work on two others, suppose a breaking out provisions and sending men or prisoners on board of a bark I took to be the Wm. Roch. Stood off to the S. E. during the night and then kept off S. W. to run out of the Straits, the B. Cummings in co., dare not stay here any longer nor go to the artic.”

At the end of the volume he gives an account of the oil stowed down.

255. SHIP "LANCASTER." MANUSCRIPT JOURNAL OF R. A. Breck, on U. S. S. "Lancaster," Captain (afterwards Admiral) Stephen D. Trenchard, commanding, Oct. 21st, 1869 to Aug. 31st, 1871; and on U. S. S. "Portsmouth," Sept. 1 to Oct. 30, 1871. 2 vols. 4to, about 450pp., half roan. 1869-1871

The Journal contains the inscription: "Examined. Stephen D. Trenchard, Captain," on fifteen dates—usually the last day of the month—the last being May 30th, 1871. The entries were afterwards endorsed by Captain (later Admiral) A. A. Semmes, and other commanders.

In two accompanying volumes Breck records the non-commissioned officers and crew; with their stations, watches, duties, etc. Laid in is a broadside: "Fire Bill U. S. Flag-ship Lancaster."

256. SHIP'S ACCOUNT BOOK. Account Book of the U. S. Store Ship "Fredonia," kept by Thomas Turner, Purser. Small folio, original boards, calf back.

Contains a list of ships, showing to what vessels the stores were issued.

257. LOG BOOK. Original Manuscript Journal of a Whaling Voyage on Board the "Greyhound" of New Bedford to the South Atlantic. Covers the period October 18, 1887 to April 8, 1892. 288pp., folio, half leather.

1887-1892

UNPUBLISHED AND A VERY EXTENSIVE WHALING LOG COVERING THE SECOND VOYAGE OF THE "GREYHOUND." A DAY TO DAY JOURNAL, recording the various places stopped at, places passed, ships sighted, work accomplished on board, whales seen, whales taken, etc. The entries in this log have been written by several different persons.

A few of the entries are,—Jan. 27, 1888, ". . . at 6 a.m. saw sperm whale loard the boats, saw nothing more of him. At 2 p.m. saw another, at 5 p.m. struck and got him. Got one boat stove, got him alongside;" April 29, 1888, "at 6.40 a.m. saw spearwhales, at 9 a.m. loard two boats, at one p.m. loard the third boat, the Capt. he struck then, two other boats struck, lost one whale but got three, got them alongside . . . ;" March 23, 1888, "Loard a boat, Captain, Wife and Child went on shore;" May 26, 1889, "struck and got 5 whale along side at dark and made them fast for the night;" and other interesting entries.

## PRINTS AND WATERCOLORS

COLORED LITHOGRAPHS AND ENGRAVINGS BY N.  
CURRIER, CURRIER AND IVES AND OTHER FAMOUS  
LITHOGRAPHERS, ORIGINAL DRAWINGS AND WATER-  
COLORS, BY CONTEMPORARY ARTISTS OF FAMOUS  
SHIPS, NAVAL BATTLES, MARINE VIEWS, AND  
WHALING SCENES.

Numbers 258 to 316, Inclusive.

•————•

258. IN THE HARBOR. *Lithograph in Colors. By Currier & Ives.* Height,  $8\frac{1}{2}$ ; length,  $12\frac{1}{2}$  inches. Framed and glazed.
259. EARLY ENGLISH MARINE AQUATINTS. A Yacht in a Light Breeze with a View of Harwich; The Queen Charlotte Yacht, A Settee with a View of the Lighthouse at Genoa. *Colored aquatints by Edward Orme. Published London 1807 after the paintings by Dominick Serres.* Height,  $12\frac{1}{2}$ ; length, 18 inches. Framed.
260. OFF THE COAST IN A SNOW STORM: Taking A Pilot. *Colored lithograph by Currier & Ives.* Height,  $12\frac{1}{2}$ ; length, 16 inches. Framed.  
VERY RARE.
261. COD FISHING—OFF NEWFOUNDLAND. *Colored lithograph by Currier & Ives.* Dated 1872. Folio. Framed.



[ No. 262 ]

262. CLIPPER SHIP "GREAT REPUBLIC." *Lithograph by N. Currier. Painted by J. F. Butterworth.* Height, 21; length, 25½ inches. In walnut and gilt frame, glazed. New York, 1853

THIS IS THE RARE VIEW OF THIS FAMOUS AND LARGEST OF AMERICAN CLIPPER SHIPS. The ship was built and owned by Donald McKay.

[SEE REPRODUCTION]

263. AN OUTWARD BOUND EAST INDIAMAN. *Aquatint in Colors. Painted by Butterworth. Engraved by Laurie. Published London, 1795.* Height, 7½; length, 10½ inches. Matted.

Depicts a sailing vessel laying to in a head wind and taking a pilot on board.



[ No. 264 ]

264. DISCHARGING THE PILOT. *Lithograph in Colors.*  
*Sketched by J. Smith & Son. On stone by C. Parsons.*  
*Pub. by N. Currier. Height, 16; length, 24 inches.*  
Mounted. *New York, 1856*

RARE ORIGINAL IMPRESSION of this plate. It also appears with the title "Ocean Express." In fine condition.

[SEE REPRODUCTION]

265. CLIPPER SHIP "RACER" of New York. Built at Newburyport. David Ogden, Owner. *Lithograph in Colors.* *Endicott, New York. Height, 16½; length, 22½ inches.* Matted.

266. CLIPPER SHIP. View of a clipper ship in full sail, passing near land, with lighthouse in the background to left. *Lithograph in Colors.* [*Lithographed by L. Prang, Boston, 1869.*] *Height, 21; length, 27½ inches.* Tipped on mount.

267. SAILING VESSEL. Representation of an American sailing vessel. *Painted on glass and backed with tin-foil.* Height,  $8\frac{1}{2}$ ; width,  $5\frac{1}{2}$  inches. In contemporary frame.  
*Circa 1850*  
BEAUTIFUL AND VERY RARE EXAMPLE, in perfect condition.
268. SCHOONER "FLYING-FISH." Showing the Schooner foundered in the Arctic. *Original pencil and wash drawing, signed,—"Fred S. Cuzzens, 78."* Height,  $10\frac{1}{2}$ ; length, 14 inches. Framed.
269. THE CLIPPER SHIP "DREADNAUGHT." Off Sandy Hook February 23, 1854, 19 days from Liverpool. COLORED lithograph by N. Currier. C. Parsons, Del. Height, 20 inches; length, 26 inches. With full details of measurements and builder and descriptions at either side of title. (Later impression of plate.) Framed.
270. THE CLIPPER SHIP "DREADNAUGHT" OFF TUSKAR LIGHT. Twelve and a Half Days From New York On Her Celebrated Passage Into Dock At Liverpool In Thirteen Days Eleven Hours December, 1854. To Her Commander S. Samuels This Print Is Dedicated. COLORED lithograph by N. Currier. Charles Parsons, Del. D. MacFarland pinxt. (Later impression of plate.) Height, 20 inches; length, 26 inches. Framed.
271. WHALING SCENE: Sperm Whaling, No. I—The Chase. Lith. of Endicott & Co. New York. From drawings by A. Van Best & R. S. Gifford. Height,  $19\frac{1}{2}$ ; length, 29 inches. Framed and glazed. New York, 1859  
EXCEEDINGLY RARE. FINE EARLY IMPRESSION.  
[SEE REPRODUCTION]
272. WHALING PRINT: A View of Ship's Boats engaged in Sperm Whaling and a Ship cutting in a Sperm Whale and Towing. Photostat, COLORED BY HAND. Height, 12; length, 14 inches. In old gilt frame.



[ No. 271 ]

273. SPERM WHALING—THE CAPTURE. *Lithograph in Colors.*  
*Height, 10; length, 15¾ inches.* Matted.

274. COLORED WHALING PRINT. "Sperm Whaling with its Varieties." By Benjamin Russell. *Colored lithograph by J. H. Buffords entered . . . 1870 by Benjamin Russell.* Height, 20; length, 35 inches. Framed.

An extensive view of the Arctic ocean with whaling vessels and their attending long boats. The various incidents are captioned below; "Waiting A Chance," "Setting On The Whale," "Ship Cutting In," "Stove Boat," and others.

275 COLORED WHALING PRINT. "Right Whaling in Behring Straits and Arctic Ocean with its Varieties." By Benjamin Russell. *Colored lithograph by J. H. Buffords, entered . . . 1870 by Benjamin Russell.* Height, 20; length, 35 inches. Framed.

Extensive view with six whaling vessels and attendant long boats. The incidents captioned: "Ship Abandoned Crushed By Ice," "Towing Blasted Whale To Ship," "Blubber Logged," etc.

276. WHALING SCENE. *Original Watercolor drawing.*  
*Height, 10½; length, 18½ inches.* Framed and glazed.

Depicts one large whaler in the foreground, another in the background, several men in small boats, one boat chasing a whale, another harpooning a whale.

277. SET OF FOUR COLORED WHALING PRINTS. By M. Du-bourg, 1813: (1) "A Ships Boat Attacking A Whale;" (2) "Boats Approaching A Whale;" (3) "Shooting The Harpoon At A Whale;" (4) "A Whale Brought Along-side A Ship." *Aquatints in Color.* *Clark del. M. Du-bourg Sculpt.* *Height, 8½; length, 11 inches.*

Published London, 1813

An exceedingly well drawn and interesting set of early whaling prints.

278. BOMBARDMENT OF FORT FISHER, JANUARY 15, 1865.  
*Lithograph in Color.* *From a drawing by T. F. Lay-cock.* *Lith. and published by Endicott & Co.* *Height, 16½; length, 29 inches.* (Tear in print repaired; also foxed). Mounted on linen and tipped to mount. In the lower margin are the names of the various vessels.  
1865

279. U. S. HARBOR & RIVER MONITOR "SAUGUS." *Lithograph in Colors.* *Endicott & Co. Lith. N. Y.* *Height, 12; length, 26 inches.* Matted.

This Monitor was built by Harlan, Hollingsworth & Co. Wilmington, Del. The measurements are given in the lower margin.

280. U. S. SLOOP OF WAR "PLYMOUTH" PLANS. Deck Plans, Stowage, &c. of U. S. Sloop of War "Plymouth."  
*"Lithograph mounted on canvas and varnished; stretched on wood frame.* *Height, 25; length, 31 inches.* Framed.  
*Circa 1840*

RARE. Depicts a view of the spar deck, gun deck, berth deck, and two views of the hold.

281. THE "CONSTITUTION" AND "GUERRIERE." *Lithograph in Colors.* *Lith. of E. C. Kellogg.* Small oblong folio, in old frame and glazed. *Circa 1858*

FINE EXAMPLE of this rare print IN COLORS.

282. UNITED STATES SHIP OF THE LINE "DELAWARE." Captain John B. Nicholson, Commander, bearing the Broad Pennant of Commodore Daniel T. Patterson, on the 11th of October 1835 in the Gulf of Lyons. *Lithograph of Endicott, after painting by James Evans.* Height, 18; length, 22½ inches. Framed and glazed.

1836

AN EXCEEDINGLY RARE EARLY LITHOGRAPH.

283. U. S. BRIG "PORPOISE" IN A SQUALL. *Lithograph by N. Currier.* Not dated. Oblong small folio. Framed.

284. U. S. SHIP "PENNSYLVANIA." COLORED aquatint. Painted by J. Pringle. Engraved by W. J. Bennett. Published by L. P. Clover. Height, 18; length, 27 inches. In mahogany frame and glazed. New York, 1839

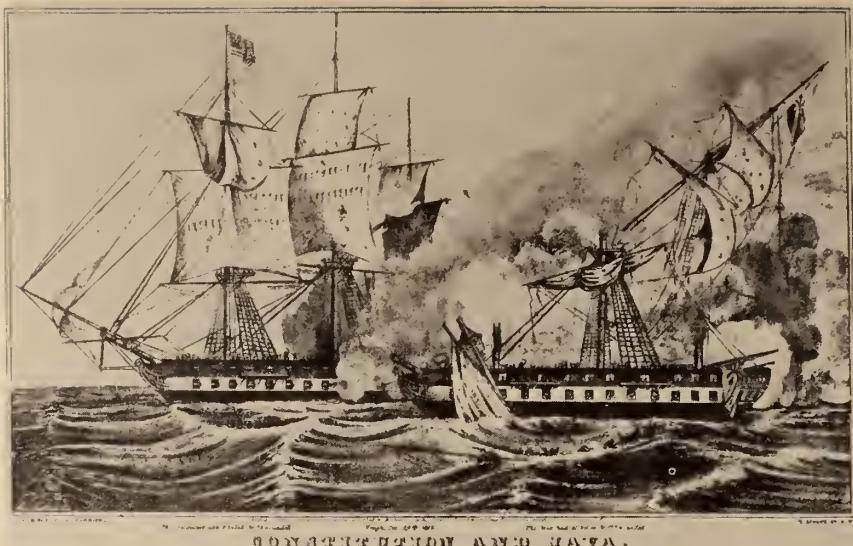
Depicts the *Pennsylvania* in a rough sea.

285. U. S. IRON CLAD STEAMER "NEW IRONSIDES." *Lithograph in Colors.* By W. H. Rease . . . Phila. Height, 15¾; length, 20¼ inches. Framed and glazed.

286. U. S. STEAM FRIGATE "WABASH." *Lithograph in Colors.* Lith. & Pub. by Currier & Ives. Height, 8½; length, 12¾ inches. Framed and glazed.

Depicts the frigate off Cape Hatteras, 7th of January, 1857.

287. THE BATTLE ON LAKE ERIE. Fought Sept. 10, 1813—First View. COLORED engraving. Drawn by Sully and Kearny, engraved by Murray Draper Fairman and Co. Published by Wm. Smith, Print Seller . . . Phila. Height, 17¾; length, 26 inches. Matted.



[ No. 288 ]

288. THE "CONSTITUTION" AND THE "JAVA." *Lithograph in Colors.* Published by N. Currier. Height  $7\frac{3}{4}$ ; length, 13 inches. Matted. New York, 1846

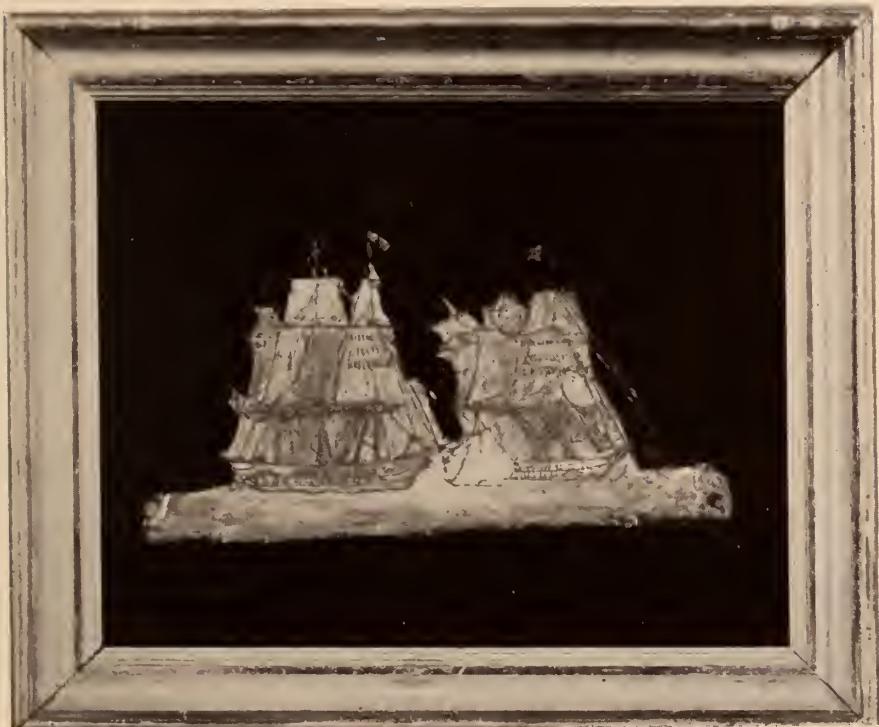
RARE. Bright colorful impression of the fight between these two famous ships, on December 29, 1812.

[SEE REPRODUCTION]

289. PERRY (COMMODORE MATTHEW CALBRAITH). Broadside Poem. *Lithograph.* With bust portrait of Commodore Perry in Naval Uniform, touched up by hand. Height, 54; width, 27 inches. Matted.

Tokyo: Publisher Taiseido, Ushiki Noriaki, Gina Sanchome, circa 1853

EXCEEDINGLY RARE. Poem, in Japanese characters, by Master Kei, written in commemoration of Commodore Perry's entry into Japan. In the lower margin is given a facsimile of the signature of the Poet, as well as the signature of the Prime Minister of Japan. Perry's name is also given in Japanese characters.



[ No. 290 ]

290. BATTLE BETWEEN THE "UNITED STATES" AND THE "MACEDONIAN." Representation of the two ships, firing at close range. *Painted on glass and backed with tin-foil. Height, 8½; length, 10½ inches.* In gold frame. *Circa 1840*

VERY ATTRACTIVE and perfect example of a painting on glass.  
[SEE REPRODUCTION]

291. EXPLOSION OF THE BRITISH FRIGATE "GUERRIERE." *Engraving. Published, Nov. 10, 1818 by Cammeyer & Acock . . . Phila. Height, 9¾; length, 15 inches.* Framed and glazed. *Philadelphia, 1818*

Depicts the explosion and the rescue of the prisoners, etc., the day after her capture by the U. S. Frigate *Constitution*, Isaac Hull, Commander.

292. PERRY'S VICTORY ON LAKE ERIE. COLORED engraving. *Painted by T. Birch. Engraved by A. Lawson. Pub. by Wm. Smith, Print Seller . . . Phila. Height, 18½; length, 25¾ inches.* Matted.

293. BATTLE BETWEEN THE "CONSTITUTION" AND "JAVA." *Aquatint in Colors. Drawn and etched by N. Pocock from a sketch by Lieut. Buchanan. Engraved by R. & D. Havell. Height, 11½; length, 15½ inches. Framed and glazed.*

This is Plate I of the "situation of his Majesty's frigate *Java*, Captain Lambert, at 5 min. past 3 P.M. after an hour's close & severe action with the American Frigate *Constitution*, in which she was so much disabled in her masts, sails, & rigging, by the enemy's very superior force and weight of metal that in the attempt to board with every prospect of success, her foremast fell, and she was rendered totally unmanageable."

294. BOARDING AND TAKING THE AMERICAN SHIP "CHESAPEAKE." *Lithograph in Colors. Heath delt. Dubourg sculpt. Published by Edward Orme, London, 1816. Height, 7¾; length, 11 inches. Matted. London, 1816*

Depicts a hand-to-hand fight on the deck of the *Chesapeake*.

295. THE "QUEBEC" AND THE "SURVEILLANTE." The distressed situation of the *Quebec* & the *Surveillante* a French Ship of War. *Line engraving. Richd. Paton, pinxit. Fittler & Lapiniere, Sculpt. J. Boydell, executit 1780. Published Decr. 12, 1780 by John Boydell, London. Height, 18; length, 23 inches. Framed.*

London, 1780

This engraving was made by Fittler and Lapinière from the painting described in lot No. 818, but differs slightly from the painting in that it shows several men at the bow of the vessel instead of Captain Farmer only, as depicted in the painting.

The following inscription appears on the plate,—"In memory of the much lamented tho' glorious death of Captn. Farmer, who when he had silenced his enemy was blown up in his ship after an action of three hours and a half on the 6th of October 1779."

296. THE GLORIOUS VICTORY. *Aquatint in Colors. Engraved by Weber. Published London. Height, 15¾; length, 22 inches. Matted. London, no date*

Depicts the action of June 1, 1794 when the British Fleet under Earl Howe triumphed over the French Fleet.

297. THE "SOUTHAMPTON" FRIGATE ON A CRUISE. *Aquatint in Colors.* Painted by Butterworth. Engraved by Laurie. Published November 5, 1795. Height, 7½; length, 10½ inches. Matted.

Depicts the *Southampton* in full sail.

298. A QUARTER VIEW OF A 74-GUN SHIP. *Aquatint in Colors.* Painted by Butterworth. Engraved by Laurie. Published London, 1795. Height, 7½; length, 10½ inches. Matted.

Depicts an aft view of a heavily armed ship in full sail with a larboard tack aboard.

299. BRITISH FLEET SHELLING THE TOWN OF SAVANNAH, GEORGIA. The "Phoenix," the "Vigilant," the "Greenwich" sloop, the "Keppel" and the "Comet" reducing the town of Savannah to capitulate, January, 1779. *Original wash drawing by D. Serres, R.A.* Signed in ink, in lower left,—“D. S.” Mounted on blue board, with a watercolor border, the title executed in pen-and-ink. Measurement of drawing: Height, 5¾; length, 10½ inches.

1779

300. H. M. FRIGATE "AMAZON" RUNNING INTO ANTIGUA, OCTOBER, 1780. *Original wash drawing by D. Serres, R.A.* Signed in ink, in lower left,—“D. S.” Mounted on blue board, with a watercolor border, the title executed in pen-and-ink. Measurement of drawing: Height, 9½; length, 14½ inches.

1780

301. EIGHTEENTH CENTURY FRIGATE. *Original watercolor drawing.* Height, 7¼; length, 10½ inches. Matted.

A VERY FINE DRAWING depicting a frigate in full sail, with men in rigging; a sunset marine view.

302. VESSEL OF WAR. COLORED *line engraving*. Height, 20;  
length, 23½ inches.

A very fine engraving of a 96-gun war vessel. The plate is divided into two sections, the upper part containing a full view of the vessel with key numbers, and the lower part an interior view of the same vessel. In the lower margin is printed an explanatory key to both plates, in French and Dutch. The top margin and side margins contain engravings of various parts of a ship, its lifeboats, compass, sextant, etc.

### GEORGE PHILIP REINAGLE

"George Philip Reinagle, son of Richard Reinagle, was instructed by his father, and gave early proofs of great talent as a painter of marine subjects. After successfully copying pictures by Everdingen, Van der Velde, etc., he accompanied the Expedition to Navarino, for the express purpose of giving a representation of the expected Action, which he did with great applause . . ." Bryant's *Dictionary of Painters*.

303. NAVAL DRAWINGS. REINAGLE (G. P.). A series of 27  
ORIGINAL PENCIL SKETCHES of Naval subjects, made  
by G. P. Reinagle during the Navarino Expedition.  
The whole mounted on sheets of various colored paper  
in a folio volume, half calf. 1827

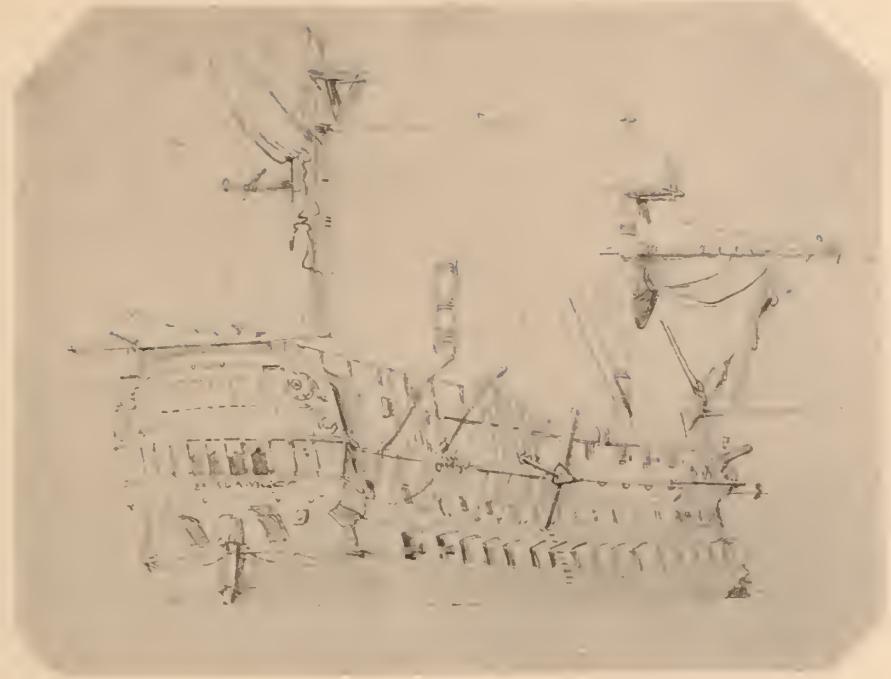
SUPERB SERIES OF DRAWINGS, depicting fleets, single vessels,  
parts of vessels, etc.

Among the sketches represented in this series, are,—Russian fleet entering the Harbour of Valetta, Thursday, Nov. 8th, 1827, on their return from Navarino; Turkish line-of-battle ships exploding, Sunday, Oct. 21st 1827, about 12 o'clock; Turkish Frigate —Navarino Harbour, Sunday, Oct. 21, 1827; The Castor leaving Malta for Naples, Nov. 26th, 1827; and others.

[SEE REPRODUCTION]

304. NAVAL COMBAT. Combat Naval, Livré le 21 Juillet 1781  
par M. de la Pérouse Capitaine de Vaisseaux. COLORED  
*engraving*. Rossell pinxt. 1781. Dequeauviller, sculpt.  
1790. Height, 18½; length, 28½ inches. Matted.

Depicts the naval battle between the French and English ships on July 21, 1781.



[ No. 303 ]

305. SHERLEY POINT AND DEER ISLAND. View from the water of Shirley Point and Deer Island, one of the group in the district of Bonavista, Newfoundland. *Original pen-and-ink and watercolor drawing. By J. F. Desbarres, 1774. Height, 11; length, 21 inches.* Framed; black border painted on glass, with title and painter's name executed in gold lettering.

A FINE DRAWING. Joseph F. Desbarres was an English hydrographer, who was aide-de-camp to General Wolfe at Quebec, and about 1784 Governor of Prince Edward's and Cape Breton Islands.

306. BATTLE OF TRAFALGAR. *Aquatint in Colors. Painted and engraved by R. Dodd. Published 1834. Height, 17½; length, 27½ inches.* Cut down and mounted on canvas, and stretched on frame. In old gold frame.

307. BATTLE OF TRAFALGAR. *Aquatint in Colors.* Painted by Dominic Serres. Engraved by R. Dodd. Height, 17; length, 27 inches. In black and gold frame; glazed.

Names of the various vessels are written in the lower part of plate. Cut down to plate mark and mounted.

308. CAPTURE OF THE "ARGUS." *Aquatint in Colors.* Painted by T. Whitcombe. Engraved by T. Sutherland. Height, 6 $\frac{3}{4}$ ; length, 10 $\frac{1}{4}$  inches. Matted. Published London, 1817, for Jenkins's Naval Achievements.

Showing the naval combat of August 14, 1813.

309. LES GLACES. *Aquatint in Colors.* Painted by Morel Fatio. Engraved by Jazet. Published by DeLarue, Paris. Height, 17 $\frac{1}{2}$ ; length, 22 $\frac{3}{4}$  inches. In gilt frame, glazed. Paris, no date

Depicts the sloops *L'Astrolabe* and *La Zélee*, caught in the ice of the Antarctic, during an exploration under Captain Dumont D'Urville who discovered the Australian Archipelago.

310. EIGHTEENTH CENTURY MARINE WATERCOLOR DRAWING. By J. S. Hurst. An Early Eighteenth Century Frigate Anchoring in the Harbor. FINE SOFT COLORING. Signed. Height, 15; length, 19 inches. Framed.

The ship in the foreground has just come to port and has dropped her anchor. The Captain leaves by the cutter, while the crew is taking in sail. Several other fine old ships are seen in the distance.

311. EIGHTEENTH CENTURY MARINE WATERCOLOR DRAWING. By J. S. Hurst. An English Merchantman Outward Bound. FINE SOFT COLORING. Signed. Height, 15; length, 19 inches. Framed.

The ship gathering speed partly under sail, while the crew is engaged in unfurling the mainsails. Other shipping activity in the distance. Companion to preceding.

312. BATTLE OF TRAFALGAR. Rear Division. The Attack on the Combined Fleets of France and Spain by the British Fleet Under Command of Lord Nelson. COLORED aquatint by Robert Dodd. Published by Laird, London, 1843. Height, 20; length, 23 inches. Framed.
313. ROYAL DOCKYARD AT CHATHAM. To The King's Most Excellent Majesty, This View of the Royal Dock Yard at Chatham. . . . is Inscribed. Painted by R. Paton, figures by J. Mortimer. Published July 1st 1793. Engraved by W. Woollett. Line engraving, COLORED. Height, 19; length, 25 inches. Framed.
- This and the following quaint print, picture the great centers of the Admiralty shipbuilding yards during the period when England not only built great men-of-war but devoted much time and expense to making highly ornamental sterns and figureheads. Many of these fine old ships are shown under construction, with others in the water being rigged.
314. ROYAL DOCKYARD AT DEPTFORD. To The King's Most Excellent Majesty, This View of the Royal Dock Yard at Deptford . . . is Inscribed. Painted by R. Paton, figures by J. Mortimer. Published July 1st 1793. Engraved by W. Woollett. Line engraving, COLORED. Height, 19; length, 25 inches. Framed.
315. THE ARIEL STEAM CARRIAGE. The "Ariel," airship, is seen flying over the bridges of the River Thames. Lithograph. Height, 8 $\frac{3}{4}$ ; length, 11 inches. Framed.  
Circa 1843
316. FIRST CARRIAGE OF THE "ARIEL." The "Ariel," airship, is seen in full flight, carrying the Union Jack over the water of the Nile in Egypt. Lithograph; W. Walton, lith. Day & Haghe Lith'rs to the Queen. Published by Ackermann, 1843. Height, 9 $\frac{1}{4}$ ; length, 11 $\frac{1}{2}$  inches. Framed.

## PAINTINGS, OVERMANTEL MIRRORS, ETC.

PORTRAITS, NAVAL AND MARINE SCENES BY  
FAMOUS ARTISTS, OVERMANTEL MIRRORS,  
WOOLWORK PICTURES, AND A RARE GLASS  
TRANSPARENCY

*Numbers 317 to 368, Inclusive*

•3—2•

317. BRITISH SCHOONER FLYING ROYAL STANDARD. Carved and gilded marine overmantel mirror: upper panel with OIL PAINTING of a British schooner, at anchor in a harbor flying the Royal Standard at center mast-head; also flying the British War Standard and the British Marine Standard; lower panel with heavy plate glass mirror. Measurements of painting: *Height, 18; length, 28½ inches.* Measurements over all: *Height, 42; width, 33 inches.*
318. EIGHTEENTH CENTURY MARINE PAINTING. An English Frigate Outward Bound. By Thomas Butterworth. *Canvas, signed, lower right. Height, 18; length, 24 inches.* Framed.

The fine old English Frigate is shown with all sails drawing, slightly heeled to starboard with a topsail schooner clearing her path. In the distance can be seen the harbor with several Men-of-War at anchor.

[SEE REPRODUCTION]

319. SHIPWRECK. After the Storm. OIL PAINTING, *on canvas.* *Height, 15; length, 23¾ inches.* Framed and glazed.
- FINE MARINE PAINTING, depicting a derelict American side-wheel steamer riding on the waves; the American flag flying in a distress signal position; the sky brightening up.



[ No. 318 ]

### W. CLARKSON STANFIELD

*English, 1793–1867*

One of the most famous of the English marine painters. Represented in the leading galleries and museums. His most famous painting, "Battle of Trafalgar," is in the National Gallery.

320. STANFIELD (W. CLARKSON). Marine With a Portrait of an English Man-of-War. OIL PAINTING, *on canvas*. Height, 20; length, 30 inches. Signed and dated 1845.

A finely painted canvas depicting an English man-of-war sailing through a rolling sea under a sunset sky.



[ No. 322 ]

321. STANFIELD (W. CLARKSON). "The Old Merchantman." OIL PAINTING, on canvas. Height, 20; length, 30 inches. Signed and dated 1845.

A brilliant marine painting. The old merchantman sails through a rolling sea—its white-capped waves beautifully rendered under a cloudy sky.

322. EIGHTEENTH CENTURY MARINE PAINTING. H. C. S. "Canton" Leaving the Downs, 1796. Height, 26; length, 38 inches. Framed.

Portrays the East Indiaman under sail passing the point of land amid other shipping activity. Title on gilded block from the wood of the Ship Canton.

[SEE REPRODUCTION]

323. THE SAILING SHIP, "ISAAC WEBB." OIL PAINTING. Signed in lower right-hand corner,—"Antonio Jacobsen 1917." Framed.



[No. 324]

### HUGH REINAGLE

*American, circa 1790-1834*

Born in Philadelphia, about 1790, and died near New Orleans, La., in May, 1834. He studied under John J. Holland and became known as a landscape painter, working in oil and colors. He was one of the original thirty members of the National Academy of Design. His "Macdonough's Victory on Lake Champlain" was engraved by Benjamin Tanner in 1816.

324. REINAGLE (HUGH). BATTLE ON LAKE ERIE—PERRY'S VICTORY—SEPTEMBER 10, 1813. OIL PAINTING on canvas. Height, 18; length, 26½ inches. Painted by Hugh Reinagle. In gold frame, glazed.

VERY FINE PAINTING REPRESENTING THE U. S. S. "NIAGARA," THE STAUNCHEST SHIP IN THE AMERICAN SQUADRON, PUSHING THROUGH THE ENEMY'S LINE FIRING FROM PORT AND STARBOARD WHICH RESULTED IN THE SURRENDER OF THE BRITISH SQUADRON TO COMMODORE PERRY.

Perry's Flagship, the *Lawrence*, bore the brunt of battle for two hours until it lay upon the waters almost a total wreck, with

*[Continued]*

[324. REINAGLE—BATTLE OF LAKE ERIE—*Continued*]

many dead on board. The other vessels had fought gallantly, and only the *Niagara*, which had kept outside, was not damaged. Perry decided to transfer his command to the *Niagara*, which, at great risk, he succeeded in reaching. He hoisted his pennant over her, and made the rush through the British line, as here pictured, which resulted in his victory.

[SEE REPRODUCTION]

325. EARLY MARINE PAINTING. An American Frigate at Anchor off the Chinese Coast. OIL PAINTING, *on canvas*. Height, 22; length, 28 inches. Framed.

The Frigate is shown riding at anchor with flag flying. Other shipping activity and mountainous island in distance.

EARLY AMERICAN NEEDLEWORK  
NAVAL PICTURE

326. RETURN OF THE "CONSTITUTION." *In colored silks and watercolors with a border of colored leaves.* Height, 16; width, 16 inches. Framed in old gold frame with contemporary gold and black glass mat. Circa 1817

Pictures a young woman leaning upon an anchor, facing front; to the right a fort flying an American flag, while coming towards the shore is the *Constitution* under full sail.

327. HISTORIC NAVAL PAINTING. The Battle of the Nile. OIL PAINTING, *on canvas*. Height, 26; length, 46 inches. Framed. English, Eighteenth Century

The artist has portrayed the carnage after hours of vigorous assault by the batteries of both the English and French ships. The *Victory* is seen emerging from the center of fighting with Nelson's flag at the forepeak, while the wreckage of *L'Orient* is plainly visible.

328. PETERSON (H.) AND HOLM (P. C.). "A Hundred-Gun Ship of the Line." OIL PAINTING, *on canvas*. Height, 25; length, 38 inches. Signed and dated. Germany, 1879

A fine painting of the old type of warship.

329. EARLY MARINE PAINTING. An English Merchantman in Full Sail. OIL PAINTING, *on canvas*. Height, 23; length, 26 inches. Framed.

The ship of the 1840 period with highly ornamented stern and displaying an elaborate figurehead, is pictured outward bound in full sail. To the right is a portrait of the ship giving a stern view. The cliffs of Dover are to be seen in the distance.

330. AMERICAN. ARTIST UNKNOWN. "City of Rome," with a View of New York. OIL PAINTING, *on canvas*. Height, 27½; length, 37 inches.

The ship is seen departing from New York under a full moon. In the background is the city at night with its flickering lights, to the left dimly-lighted Jersey City and Liberty holding her light aloft—New York harbor at night with its usual shipping scenes.

331. EARLY MARINE PAINTING. An Ancient Admiralty Yacht in a Harbor Setting. By Nicholas Pocock. OIL PAINTING, *on canvas*. Height, 15; length, 24 inches. Signed at lower right. Framed.

English, Eighteenth Century

Stern view of an ancient Admiralty Yacht with curious rig, sailing in a heavy rolling sea, to the left distant castle and Man-of-War at anchor.

332. BORSTEL (R. A.—American). Ship "Carlisle." OIL PAINTING, *on board*. Height, 19; length, 24 inches. Signed.

An interesting and well-painted picture of a sailing ship.

333. PERKINS (GRANVILLE). Shipping Scene New York Harbor. OIL PAINTING, *on canvas*. Height, 12; length, 18 inches. American, 1889

A finely painted picture of shipping with a view of lower New York and the Palisades in the distance.



[ No. 334 ]

334. EIGHTEENTH CENTURY FRENCH GLASS MARINE WINDOW TRANSPARENCY. Great Sea Battle Between the French and Dutch Ships. Height, 27; length, 37 inches. Framed.

Depicting in the foreground two Eighteenth Century Men-of-War having come to close quarters, with the crews of the two ships formed in boarding parties. The fighting is spirited, with small arms and cutlasses, both the large ships having been damaged in action. In the distance are seen many other ships in active engagement.

THESE RARE GLASS TRANSPARENCIES of the Eighteenth Century were often hung in windows and with the daylight shining through them were of inestimable charm and very decorative.

[SEE REPRODUCTION]

335. JACOBSEN (ANTONIO). Steamship "Elsie Marie." OIL PAINTING, on canvas. Height, 22; length, 36 inches. Signed and dated. American, 1905

|Continued



[No. 336]

[335. JACOBSEN—Continued]

The Steamship is sailing to the left thru a somewhat heavy sea. This finely painted sea-scape suggests the ease with which a heavily laden boat rides the waves.

336. AMERICAN. ARTIST—UNKNOWN. The Black Ball Liner “James Foster Jr.” OIL PAINTING, *on canvas*. Height, 26; length, 42 inches. 1856

A fine and spirited portrait of this old “Black Baller.” She was one of the famous fleet owned by C. H. Marshall & Co., which also included the *Neptune*, *Harvest Queen*, and the *Isaac Webb*. Paintings of the old Black Ball Packets are difficult to find.

[SEE REPRODUCTION]

337. EARLY NINETEENTH CENTURY MARINE PAINTING. The Attack of the Spanish Fleet at Sebastopol. OIL PAINTING, *on canvas*. Height, 14; length, 25 inches. Framed. Spanish Men-of-War in line formation firing on the forts, the return fire having damaged several of the ships in the front line of attack.



[ No. 338 ]

338. GILDED AND DECORATED MARINE MIRROR. Depicting an engagement between an English Man-of-War and a small pirate craft. Both are firing in a spirited action.  
*Height, 47; width, 28 inches.*

Finely molded gilded frame with lower mirror panel and upper canvas painted panel of the Eighteenth Century.

[SEE REPRODUCTION]

339. EIGHTEENTH CENTURY MARINE PAINTING. Homeward Bound East Indiaman. OIL PAINTING, *on panel*. Height, 14; length, 18 inches. Framed.

A tropical shore to the right and a stern view of the old East Indiaman under partly reefed sail are portrayed, other shipping activities and a stormy sea and sky.

340. WOOD (H.). S.S. "Savannah." OIL PAINTING, *on canvas*. Height, 22; length, 28 inches. American, 1871

A very fine painting of this old steamship.

341. BAKER (T. E.). PILOT-BOAT "JAMES GORDON BENNETT." OIL PAINTING, *on canvas*. Height, 20; length, 35 $\frac{3}{4}$  inches. Signed. American, Nineteenth Century

A spirited painting of the old pilot boat, with a view of New York harbor and the hills of Staten Island.

342. EIGHTEENTH CENTURY MARINE PAINTING. An English Ship of the Line in Full Sail. OIL PAINTING, *on panel*. Height, 14; length, 18 inches. Framed.

Bow view of an early English Man-of-War in full sail and flying the British Naval Flags. Several quaint early Admiralty ships are portrayed and a distant harbor scene.

343. EARLY PAINTING OF HONG KONG HARBOR. OIL PAINTING, *on canvas*. Height, 18; length, 24 inches. Framed. Circa 1845

Distant mountain and many buildings to water edge. The harbor filled with American, English, French and Chinese ships.

344. EIGHTEENTH CENTURY MARINE PAINTING. An Outward Bound English Frigate. By C. M. Powell. OIL PAINTING, *on canvas*. Height, 7; length, 11 inches. Framed.

A finely drawn Frigate with sails set is depicted leaving the harbor with other Men-of-War. To the left is a stern view of a Man-of-War under sail bound into port.



[ No. 345 ]

345. AMERICAN. ARTIST UNKNOWN. A Portrait of Captain Royce of Sag Harbor. OIL PAINTING, *on canvas*. Height, 28; length, 34 inches. In a fine old veneered frame. 1848

Three-quarter length, seated, directed front, right arm resting in chair, left hand holding telescope; in the upper right thru a window is seen a whaling ship at anchor with the crew in small boats attacking a whale.

[ *Continued* ]

345. AMERICAN—PORTRAIT OF CAPTAIN ROYCE—*Continued*]

A very interesting portrait of an old whaling captain. Royce was said to be the first American who searched for whales in the Arctic regions, in 1848. The view of the whaling scene is well painted.

[SEE REPRODUCTION]

346. THE CLIPPER SHIP "ADONIS" and the Clipper Bark "Meridian." OIL PAINTING, *on canvas*. Height,  $31\frac{1}{4}$ ; length, 46 inches. English Mid-Nineteenth Century

A FINELY PAINTED MARINE VIEW showing these famous ships of the "Bremen" line sailing full-rigged before a spanking breeze in the English Channel. A most decorative and truly rendered portraiture of two fine ships of the "Golden Age of Sail."

[SEE REPRODUCTION]



[ No. 346 ]



[ No. 347 ]

## RICHARD PATON

*English, 1717-1791*

Born in London about 1717. Befriended by Admiral Knowles and taken to sea. His natural talent turned to marine painting and he became noted for his pictures of naval engagements. Four of his paintings hang in the Greenwich Naval Museum, and some at Hampton Court. Exhibited at the Society of Artists in 1762, and at the Royal Academy from 1776 to 1780. Exhibited a picture of the action between the "Serapis" and the "Bon Homme Richard" at the Royal Academy in 1780. It has been engraved by Lerpiniere and Fittler, and published by Boydell, December 12th, 1780.

347. PATON (RICHARD). Action Between the "Serapis" and "Bon Homme Richard." Inscription on back "Captn. Pearson-Serapis-Frigate & one smaller. Captn. Jones 2-40 Guns—1-30 & 1-12. Serapis on fire by raking, off the coast of Yorkshire." OIL PAINTING, *on panel*. Height, 20; length, 28 inches.

[ *Continued* ]

[347. PATON—"SERAPIS" AND "BON HOMME RICHARD"—  
*Continued*]

The composition of this painting is, with a few minor differences, identical with the other two known paintings by Richard Paton of this engagement. It is of the period, and framed in a contemporary gold frame. A fine painting of this memorable event. Captain Richard Pearson of the *Serapis* was knighted for his defeat while recently a marble bust of John Paul Jones of the *Bon Homme Richard* was placed in the Hall of Fame in honor of his victory.

[SEE REPRODUCTION]

- 347A. BAKER (E.). New York. OIL PAINTING, *on canvas*. Height, 12; length, 20 inches. Signed. American, 1877

A very interesting painting of New York City from the Bay near Bedloe's Island.

348. EARLY NAVAL PAINTING. The Attack of the Land Forts at Sebastopol, 1855. OIL PAINTING, *on canvas*. Height, 14; length, 20 inches. Framed.

The ships of the line are in action, firing in line formation on the distant forts. The forts are vigorously returning the fire.

349. VENANAS (T.). The American Bark "Horwician." OIL PAINTING, *on canvas*. Signed. Height, 24; length, 32 inches. French, Mid-Nineteenth Century

A ship in full sail entering the port of Havre is portrayed, with other shipping activity in the distance.

350. AMERICAN. ARTIST (EARLY) UNKNOWN. Wreck of the Ship "Sabina," of New York. OIL PAINTING, *on canvas*. Height, 28; length, 40 inches.

A finely painted canvas depicting this old ship in a violent storm. Would make a good overmantel piece.

351. JACOBSEN (ANTONIO). A Bark. OIL PAINTING, *on canvas*. Height, 22; length, 36 inches. American, 1917

A full-rigged bark is seen passing a lighthouse in a spanking breeze. A colorful painting.

## THOMAS BIRCH

*American 1779-1851*

America's foremost marine painter. Born in London, 1779. Came to America with his father, William Birch, the well-known enamel painter, and settled in Philadelphia in 1793. Painted pictures of the great naval battles of the War of 1812.

352. BIRCH (THOMAS). Portrait of Captain Benjamin Crowninshield. OIL PAINTING, *on canvas*. Signed, "T. Birch." Height, 36; width, 30 inches.

Portrait (on canvas), three-quarter length, seated; face directed front, right hand resting on book, left hand in trousers pocket; beyond a curtained pillar is seen a view of a full-rigged privateer. Inscription on back of canvas, "Captn. Benm. Crowninshield, aged 52-1810."

Captain Crowninshield commanded the famous Salem Privateer *America* and the second recorded American Yacht, *Cleopatra's Barge*. Birch, the artist, also painted a picture of the *America*.

[SEE REPRODUCTION]

353. EIGHTEENTH CENTURY MARINE PAINTING. An English Brig Outward Bound off the Cliffs of Dover OIL PAINTING, *on canvas*. Height, 19; length, 26 inches.  
English School

The ship is under way partly in sail, while the crew is at work with the other sails. Another brig is bound in with all sails set. A choppy sea and distant land are also portrayed.

354. EARLY MARINE PAINTING. The English Man-of-War "Lion." By De Simone. OIL PAINTING, *on panel*. Height, 12½; length, 19 inches. Signed, "De Simone, 1863." Framed.

The Man-of-War is leaving the harbor of Naples under full sail at night with a full moon reflected on the water and distant lights on shore.



[ No. 352 ]

355. EARLY MARINE PAINTING. The English Man-of-War, "Victory." By De Simone. OIL PAINTING, *on panel*. Height, 14; length, 21 inches. Signed, "De Simone 1867." Framed.

The fine old four decker is at anchor in Naples Bay, while her crew are getting canvas aloft ready to sail. Distant hills and the city are shown as are several fishing craft.

## D. H. ANTON MELBYE

*Danish, 1818-1875*

Born at Copenhagen in 1818. He was originally a shipwright, became a musician and finally devoted himself to marine painting, studying under Eckersberg at Düsseldorf. In 1840 he first exhibited three pictures at Charlottenburg, and gained the patronage of Christian VI of Denmark. He emigrated in 1847 to Paris, where he attracted the notice of Louis Philippe, and in 1853 made his way to Constantinople, where he was employed by the Sultan. Returning to France he gained the favor of Napoleon III, from whom he received the Legion of Honor in 1854.

Paintings by him are in Copenhagen and Stockholm National Galleries. One of his best known paintings "Queen Victoria in the *Fairy*, leading the Baltic Fleet to Sea, 1854," is reproduced as frontispiece to Volume VII of Clowes "History of the Royal Navy."

356. MELBYE (D. H. ANTON). Wreck of a Danish "East Indiaman." OIL PAINTING, *on canvas*. Height, 19; length 26½ inches. Signed and dated 1853.

A partly dismantled East Indiaman rides the crest of the waves of a rolling sea under a cloud-laden sky. With bow uplifted, all but her foremast gone, with tattered shrouds and pennant flying, a breaking wave against her side, the old ship stands poised to meet the coming onslaught. A fine painting by a man who ranked high as a marine artist.

357. AMERICAN MARINE PAINTING. "American Privateer and Two British Men-o'-War." Attributed to Thomas Birch. Height, 19; length, 23 inches.

The Privateer, about center in a choppy sea is lowering her sails and flag to two British Frigates who are firing broadsides on her from both sides. Overhead a pink illuminated sky.

358. MARINE DECORATED CARVED AND GILDED MIRROR.  
"The British Attacking the French at Santa Cruz." Oblong frame enriched with ribbon and rosette moldings forming large upper panel and three smaller, with mirror below. Acanthus leaf base. The marine panel depicts a spirited action in a bay having a rocky coast surmounted by ruined edifices at right. Height, 43½; length, 55 inches. Framed, apparently at a later date.  
English Seventeenth Century



[ No. 359 ]

359. CORNE (FELICE MICHAEL—American, Attributed to).  
The “United States” and “Macedonian.” OIL PAINTING, *on canvas*. Height, 21; length, 30 inches.

This engagement took place October 25th, 1812. The *United States*, in command of Stephen Decatur, met and captured the *Macedonian*, Captain John S. Carden commanding. A strong and vivid painting of this celebrated event, depicting the two ships in close action.

[SEE REPRODUCTION]

- 360 BIRCH (THOMAS). American Merchantmen, with a View of Boston Harbor. OIL PAINTING, *on panel*. Height, 13; length, 18½ inches. Signed, “T. Birch” on a floating spar and inscribed on back, “Thomas Birch, Philadelphia, Pa.”

A finely painted shipping scene in Birch’s best manner. Views the town of Boston across the harbor. In the foreground are two full-rigged Merchantmen, and many other vessels in the distance.

361. MARINE DECORATED CARVED AND GILDED MIRROR.  
“Storm at Sea, Off the Eddystone Light House.”  
Tri-paneled oblong frame, enriched with bead moldings, leaf motifs and flutings. Supporting a similarly enriched bracketed panel above occupied by the subject in which is seen a Man-of-War struggling to right herself. A fishing smack is near by; dark lowering clouds overhead. *Height, 47; length, 47 inches.*  
English, Eighteenth Century
362. CLIPPER SHIP “THREE BROTHERS.” OIL PAINTING, *on canvas*. *Height, 22; length, 27½ inches.* In old mahogany frame.  
VERY FINE OIL PAINTING OF THE FAMOUS CLIPPER SHIP *Three Brothers*, IN FULL SAIL.
363. SAILING VESSEL. OIL PAINTING, *on canvas*. Painted by James L. Weir, 1907. *Height, 20; length, 32 inches.*  
In a heavy gold frame, glazed.
364. YACHTS. View of two sailing yachts. OIL PAINTING, *on academy board*. Painted by W. F. Halshall, and signed.  
In heavy gold frame.
365. MARINE DECORATED CARVED AND GILDED MIRROR.  
“English Frigate in Rough Sea in the English Channel.” Mirrored oblong tri-paneled frame enriched with bead molding and fluted base. Bracketed central upper panel painted with subject in which a large Man-of-War is seen running before the wind in a heavy sea, the shore with fort in distance. *Height, 46½; length, 48 inches.*  
English, late Eighteenth Century
366. MARINE WOOL WORK PICTURE. A Ship in Full Sail.  
Deep blue sea and light mottled sky. Inscribed; “Forget me not.” *Height, 15; length, 19 inches.* Framed.

367. MARINE WOOL WORK PICTURE. An English Man-of-War in Full Sail. Curious grey and white sea and light blue sky. *Height, 12; length, 17 inches.*

368. MARINE WOOL WORK PICTURE. A Frigate in full sail occupies the center medallion and is capped by a coronet. Draped at either side are flags of all nations. Framed in draped curtain motif. *Worked in colored wool and signed "James Pegg."* Height, 23; length, 32 inches. Framed.

•3—————•

## MARINE RELICS

RARE AND DESIRABLE FIGUREHEADS, BRASS  
LAMPS, BRONZE BELL, QUADRANT, COMPASS,  
GLOBES, HORNS

*Numbers 369 to 387, Inclusive*

•4—————•

369. TWO PAINTED BRASS MARINE LAMPS. Circular body with domed cap. Glass with wired guard.

370. TWO PAINTED BRASS MARINE LAMPS. Circular body with domed cap. Glass with wired guard.

371. SHIP'S BELL IN BRONZE. Bronze bell of the U. S. S. "Congress." Deep rich-toned bell, beautifully molded at flaring base. High looped lug handle. Original brown black patina. *Height, 15½ inches.*

## FIGUREHEADS

The following interesting figureheads were acquired some years ago from a collector at Deptford, England, who informed the owner that he had obtained them from the famous Deptford dockyard.

373. CARVED PLANETREE FIGUREHEAD. Edward III. Standing figure wearing coronet over long curling hair, and large embroidered mantle over armor and caught by hands which support a feather and originally a sword. Has been gilded. *Height, 29 inches.* English, Eighteenth Century
374. CARVED PLANETREE FIGUREHEAD. Royal Queen Elizabeth. Standing figure wearing crown, typical broad ruff, jewelled "V" waist with puffed sleeves having deep hanging points and voluminous skirt. Has been gilded. *Height, 30½ inches.* English, Eighteenth Century
375. ROYAL CARVED AND GILDED FIGUREHEAD. Sir Walter Raleigh. Standing figure wearing a plumed hat, ruff, close fitting tunic with jewelled neck ribbon and puffed shorts. He carries a baton in his hands. *Height, 29 inches.* English, Eighteenth Century
376. ROYAL CARVED AND GILDED FIGUREHEAD. "Minerva." Majestic standing figure wearing typical crested helmet over long hair and finely draped chiton. *Height, 30 inches.* English, Eighteenth Century
377. ROYAL CARVED AND GILDED FIGUREHEAD. Henry VII. Standing figure wearing plumed flat cap, pointed beard and a short mantle over his full armor. A dagger is at his belt and he carries a volume in his left hand. *Height, 30 inches.* English, Eighteenth Century
378. CARVED OAK FIGURHEAD. "Betty Armstrong" figure-head, bust length, wearing high dressed curling hair and classic robes over her well-developed bust. Rich patina. *Height, 28 inches.* American, *circa 1840*

379. AMERICAN CARVED AND GILDED EAGLE FIGUREHEAD.  
Finely modelled crouching spread eagle, with the feather extremely well demarcated. Head turned to left screeching. The wings are spread and raised as if about to take off. Exceptionally broad fan-shaped tail.  
*Height, 2 feet, 7 inches; length, 5 feet.*

Eighteenth Century

An important example of early American figureheads.

380. MARINE DECORATED TABLE. Round slate top, painted with subject "Sheerness Dockyard and Pier." In the forewaters an antiquated paddle-boat, beyond the docks, an Eighteenth Century ship of the line and many other lively craft. Tilting top; on balustre shaft and scrolled tripod legs. Finished black. *Height, 27; diameter, 20 inches.*

English, circa 1830

381. TERRESTRIAL AND CELESTIAL GLOBES. By Cary, London. Large globes, set on brass annular ring sustained on a circular flange inscribed with Signs of the Zodiac and months of the year. Supported on inlaid rosewood frieze and three reeded tapering castered legs having three stretcher arms supporting compass. In fine condition. *Height, 43 inches.*

The terrestrial globe exhibits all the tracking of Captain Cook during his circumnavigation of the world; the celestial, all the stars and nebulæ contained in the works of the celebrated Rev. F. Wollaston, F. R. S.

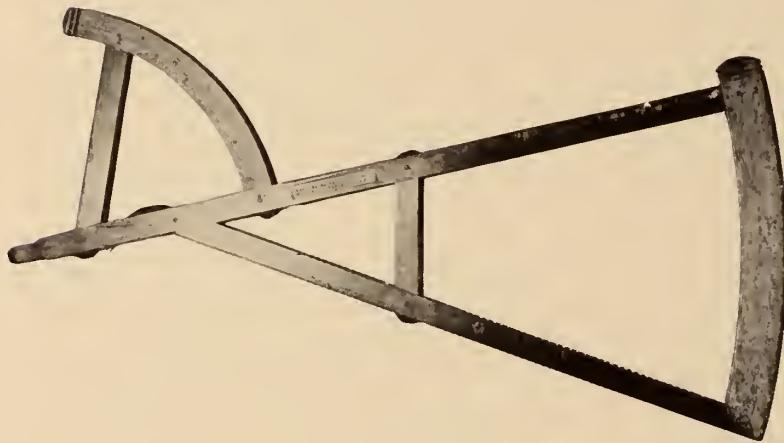
382. MINIATURE TABLE COMPASS. Brass compass, set on painted carved wood pedestal of vase, leaf shape on circular base. *Height, 12½ inches.*

383. CRIMEAN WAR DECORATED SIGNAL HORN. Fine shell horn cut with engraved motifs, listing the various sea battles of the war, with a large medallion of H. M. S. *Agamemnon* and titled "Les Lewis, Light Division."  
*Length, 15 inches.*

384. BOXWOOD AND TEAKWOOD QUADRANT. Long angled shafts of teakwood, joined by boxwood measuring rules with numerals. Inlaid plaque marked, "Made by Benjamin Macy for Mr. Edmond Tolver, 1729." *Length, 27 inches.* 1729

EXCEEDINGLY RARE. This early type of quadrant was known as the Davis Quadrant and was not used after 1740. An illustration similar to the above is shown in "Maritime Connecticut During the American Revolution," by Lewis F. Middlebrook, opposite page 145, Vol. II.

[SEE REPRODUCTION]



[ No. 384 ]

385. AMERICAN NAVAL POWDER HORN. Decorated with an engraving of a partially dismasted American Man-of-War. *Length, 10½ inches.* Circa 1812

386. ENGLISH NAVAL POWDER HORN. Decorated with engraved medallion of H. M. S. *Warrior*, Captain Samuel Linzee, 22nd July, 1805. *Length, 15 inches.* 1805

387. WAR OF 1812. HISTORIC NAVAL POWDER HORN. Decorated with engraved medallion of the English Frigate *Shannon* sailing to meet the American Frigate *Chesapeake*. Below, naval inscription of both ships and date, 1813. Circular twist horn with ivory mounts. *Length, 8½ inches.* 1813

## SHIP MODELS

RARE AND BEAUTIFUL MODELS OF THE OLD  
SAILING SHIPS FROM THE EARLY VIKING SHIP  
TO THE LAST OF THE GREAT CLIPPER SHIPS;  
ALSO FINE FIGUREHEAD

*Numbers 388 to 448, Inclusive*



388. VIKING SHIP (MODEL). Carved hull, clinker, red and white stripes. Dragon figurehead, carved and gilt; twenty-four oars; twenty-six circular, bossed shields painted in characteristic Norse designs; mast surmounted by gilt dragon; decorated sail, flags. On walnut stand. *Length, 20 inches. Ninth Century A.D.*
389. VENETIAN GALLEY (MODEL). Carved solid hull, beak-head terminating in gilt rosette and surmounted with gilt, winged lion. Cannon on forecastle; crimson oars; poop richly ornamented with heraldic designs; silk brocade baldachine over padrone's throne seat; poop lantern; hull inscribed "San Marco Venezia." Silk sail, decorated with image of St. Mark and Lion; silk flags; rigged. On walnut stand. *Length, 28 inches.*  
*Seventeenth Century*
390. SHIP HULL (MODEL). Scale model of an English Man-o'-War showing exposed ribbing and partly planked. *Height, keelson to sheer line, 8 inches; length, stem to stern, 38 inches.*  
*Late Eighteenth Century*
391. MINIATURE SHIP MODEL. Brig. Carved wood sails.  
Glass case.

392. FRENCH SHIP OF THE LINE (MODEL). Ship of the line. Extremely picturesque three-decker vessel of the most interesting period showing bowsprit top mast. All sails set; furled main-sail with two swinging long boats at yard arms. Hull, mounting 100 protruding guns showing on lower orlop, second orlop, upper and quarter decks. Richly carved galleried high stern with shields, flags, caryatides and festoon enrichment and three lanterns. Upper deck bulwarks in armorial crests. Decorated in low tones of red, blue, white and gold. *Height, 46; length, 53 inches.* Circa 1700

A model of the most important period and a splendid decoration.

393. BOXWOOD SCALE MODEL. Model of H. M. S. *Tremendous*, an English Man-of-War. Boxwood scale model with hull planked and mounting 74 bronze cannon on trucks. Finely carved stern and quarter galleries which are latticed and galleried. Figurehead of ivory, decorated in colors, of a full length figure of a Roman warrior. Completely rigged with masts and spars of boxwood and full deck equipment. Enclosed in original Hepplewhite glazed case. *Height, 18½; length, 23 inches.* 1784

Fine contemporary boxwood scale model of H.M.S. *Tremendous*, a Third Rater carrying 74 guns. She was of 1650 tons burthen, carried 600 men, and was built at Barnard & Co.'s yard, Deptford, in 1784.

She was present at the action in 1794 with Lord Howe, at the Battle of the Nile, and later was employed with the fleet under Admiral Elphinstone which captured the Cape of Good Hope from the Dutch.

[SEE REPRODUCTION]

394. PAINTED WOOD SHIP MODEL. Model of an English Man-of-War. Hull painted crimson, with black and white gun-port stripes. Completely rigged. *Height, 12; length, 18 inches.* Circa 1820



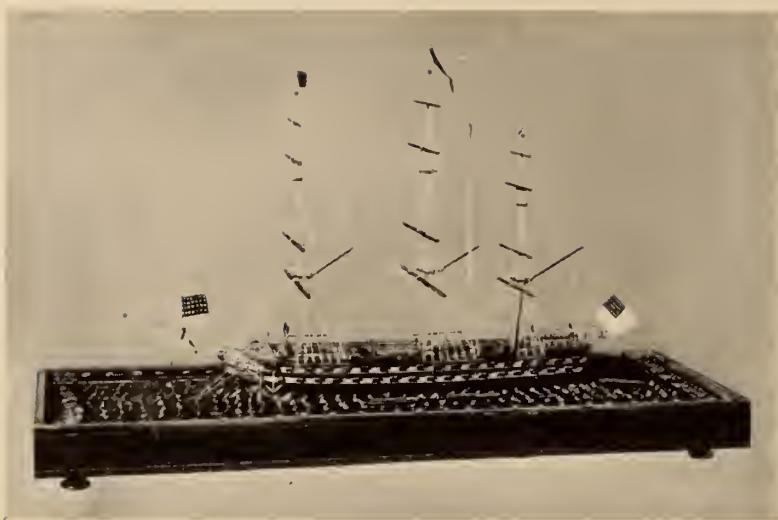
[ No. 393 ]

395. THE "SAM PLEASANTS" (SHIP MODEL). Full hull, painted red to water-line, black and white broadside effect above; fully rigged; lifeboat attached to stern. Painted black. On white stand. *Height, 35; length, 52 inches.* *American, circa 1835*

Formerly the *Philadelphia* and when purchased by Capt. Pleasants renamed after himself. This model purchased from descendants.

A VERY EARLY SPECIMEN OF AMERICAN WORKMANSHIP.

396. PAINTED WOOD SHIP MODEL. Model of the Armed American Brig *Polly Eston*. Full hull painted crimson and black with gilded stripe. Square decorated stern and long scrolled bow mounting three-quarter length figurehead. She mounts 18 bronze cannon. Fully rigged. Set in cradle stand. *Height, 23; length, 30 inches.* *Circa 1830*



[ No. 397 ]

397. IMPORTANT SPUN GLASS SHIP MODEL. Model of an American 74-Gun Frigate. Hull entirely of glass, trimmed with straw inlay. Fine square stern which is decorated in gilding and latticed motif. Scrolled bow in dainty spun glass. She mounts 74 miniature cannon and is completely rigged with all masts, spars and running gear of dainty transparent spun glass. She flies the Union Jack and homeward bound pennant. Set on plaque of miniature waves with glass paneled border and enclosed in glazed case. Height, 23; length, 29 inches. *Early Nineteenth Century*

These spun glass models were made in France during the early part of the Nineteenth Century. It is apparent that only the master glass-spinners could have produced such workmanship. THIS IS RECOGNIZED AS THE FINEST EXAMPLE OF THE ART EXISTANT.

[SEE REPRODUCTION]

398. CHINESE DRAGON BOAT (MODEL IN METAL). A curious Chinese boat, its single broad sail spread with pointed edging, beautifully enamelled in blue covered with red and white flowers; its hull completely covered with

[Continued]

[398. CHINESE DRAGON BOAT (MODEL)—*Continued*]

raised decoration; its figurehead a dragon; its decks surrounded by a curiously wrought rail; the whole resting in a snake-like stand.

*Early Nineteenth Century*

A decorative and beautifully wrought piece of oriental craftsmanship. Brought to America by an old New England sea captain.

399. CARVED WOOD SHIP MODEL. Model of the U. S. S. *Congress*. Finely fashioned hull with underbody in coarse planking painted deep ivory with black above and white gun-port stripes. Square stern with carved latticed windows and quarter galleries to match. Scrolled bow. She mounts bronze cannon on wood trucks and is completely rigged and partially in sail.  
*Height, 26; length, 32 inches.*

400. MODEL OF FORT PUTNAM. Model of carved and painted wood, highly decorated. *Height, 19; width, 24; depth, 14 inches.* [1845]

A somewhat unsteady looking sailor appears to be leaving the fortification, which bristles romantically with cannon and is further protected by four soldierly sentinels and two lamp posts of similarly resilient aspect.

The semi-circular fort stands against a mirror background in whose reflection the full round of its form is completed while its gallant guardians are multiplied by two. Mirrors again edging the mound whereon the structure is elevated, constitute a watery moat whose placid surface is enlivened by sail boats. On the side walls of the box, the rigid calm which pervades the center of the stage gives way to warlike activity, for here are carefully pasted lithographs depicting Perry's Victory, the overwhelming of the *Guerrière* by the *Constitution*, and General Jackson's victory at New Orleans.

The inscription "Fort Putnam" may be seen by reflection in the mirror behind it, while the date 1845 is in view on the face of the fort over the top row of cannon.

[*Continued*



[ No. 402 ]

[400. MODEL OF FORT PUTNAM—*Continued*]

The War of 1812 seems to have been still fresh in the mind of him who wrought this model. Yet that not particularly creditable event in the annals of young America was, at the time, quite ancient history; for the Nation was well embarked upon its bellicose adventure with Mexico.

Reproduced in the July, 1924 issue of "Antiques." A RARE AND DESIRABLE ITEM OF GREAT HISTORICAL INTEREST AND THE FIRST OF ITS KIND TO BE OFFERED.

401. PAINTED WOOD SHIP MODEL. Model of an American Packet Ship. Hull painted and finely modeled. Completely rigged and with full deck fittings.

402. SCALE MODEL OF A TOPSAIL SLOOP. Model of an English Privateersman, Used as a Revenue Cutter in 1720. Completely constructed hull, which is planked from deck to keel. Carved gilded figurehead and finely decorated stern. Painted in the fighting colors of the period, sky blue, buff and vermillion. Bulwarks and gun carriages in red. Armament consists of two pivoting eight pounders with sliding carriages, eight four pounders with carriages and tackle and eight swivel guns on quarter deck. The model completely rigged and with every detail. Vessels of this type carried a crew of 52 men and officers and could be propelled by seven pairs of sweeps. *Length, over all, 56 inches.*

This model built to  $7/16$  inch to the foot scale, by Captain H. Percy Ashley, from the original working drawings of Chapman, 1760. The dimensions of the ship would be approximately  $63\frac{3}{4}$  feet over all with a beam of  $20\frac{1}{2}$  feet and a draft at the stern of 7 feet. This type of vessel was the fastest and best handled craft of that period and they were pressed into service as Revenue Cutters when not acting as dispatch boats for the fleet.

[SEE REPRODUCTION]

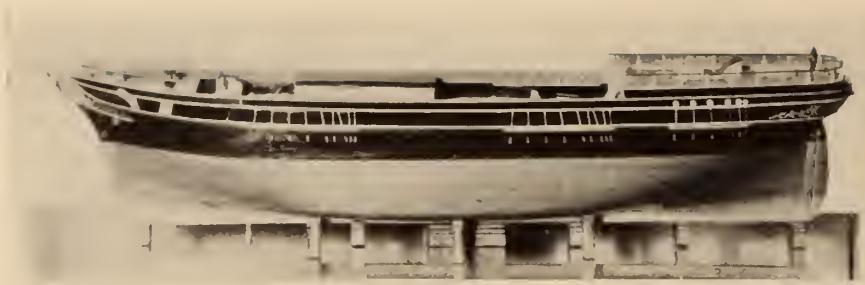
403. PAINTED WOOD SHIP MODEL. Model of a Frigate. Hull painted crimson, with black and white gun-port stripes. She mounts cannon and is completely rigged and equipped with sails. *Height, 12; length, 17 inches.*  
*English, 1840*

404. PAINTED WOOD SHIP MODEL. Model of an American Clipper Ship. Finely modeled painted hull, completely rigged and having all deck fittings.

405. PAINTED MAHOGANY SHIP MODEL. Model of an English Brig. Hull painted bronze and black, with square stern and long bow mounting figurehead. Completely rigged and with all deck fittings. *Height, 12; length, 19 inches.*  
*Circa 1840*

406. PAINTED WOOD SHIP MODEL. Model of the Packet Ship *Marinus*. Finely modeled hull, painted deep crimson with black above and white gun-port stripes. Square decorated stern and scrolled bow. Completely rigged and with all deck fittings. *Height, 12; length, 14 inches.*  
*Circa 1840*
407. WOOD SHIP MODEL. Model of an English Four Decker. Full modeled hull with copper covered underbody. She mounts 134 guns. Rounded galleried stern and scrolled bow mounting gilded female figurehead. Completely rigged and with all deck fittings. *Height, 30; length, 36 inches.*  
*Circa 1840*
408. PAINTED WOOD SHIP MODEL. Model in wood of the English Bark *Tidewell*. Hull simulating copper to the water-line, black above with gilded strakes; scrolled prow. Deck with impedimenta in colors. Completely rigged and flying the red ensign at stern. On stand with glass dome. *Total height, 14; length, 14½ inches.*  
*Circa 1850*
409. PAINTED WOOD SHIP MODEL. Model of a Frigate. Half hull painted crimson, black and white. Bow view with all canvas set including studding sails. Bow mounting carved figurehead. Set on carved painted bracket. A very decorative piece. *Height, 29; width, 24 inches.*  
*Circa 1840*
410. PAINTED WOOD MODEL OF A MAN-OF-WAR. Model of an English Man-of-War, 150 Guns. Hull painted bronze with black and white above. Mounted stern and scrolled bow mounting bust length figurehead. Completely rigged and in full sail. Set on table base. *Height, 27 inches; length, 36 inches.*  
*Circa 1840*

- +111. PAINTED WOOD SHIP MODEL. Model of an English Man-of-War, 140-gun ship. Painted hull of black and white, mounting cannon. She is a four decker and has finely galleried stern. High scrolled bow, mounting full carved figurehead of a British Admiral. Enclosed in glazed case with painted sea and distant forts. *Height, 10½; length, 47 inches.* *Circa 1850*
- +112. PAINTED WOOD SHIP MODEL. Model of an English Clipper Ship. A fully rigged clipper ship is displayed in a green sea, being towed into port. In the background is a brig in full sail. Enclosed in glazed case. *Height, 13½; length, 26½ inches.* *Circa 1850*
- +113. PAINTED WOOD SHIP MODEL. Model of the American Packet Ship *Sheridan*. Hull painted bronze to water-line, black above with white painted gun-port stripe. She has a square stern and is completely rigged. *Height, 26; length, 37 inches.* *1837*  
The Packet Ship *Sheridan* of 895 tons, was owned by the Dramatic Line whose trade route was from New York to Liverpool.
- +114. MAHOGANY SHIP MODEL. Model of an English Brig. Finely fashioned hull of polished mahogany with rounded stern and graceful bow. Completely rigged. *Height, 12; length, 20 inches.* *Circa 1850*
- +115. PAINTED WOOD SHIP MODEL. Model of an English Topsail Schooner. Hull painted black and yellow, with square stern. Fully rigged and in sail. *Height, 16; length, 31 inches.* *1850*
- +116. INLAID WOOD SHIP MODEL. Model of the Barkentine *Therese*. Alternating planking of pine and mahogany with rounded stern and sharp bow. Completely rigged with all running gear and fitted with deck apparatus. Set in carved, pierced scrolled base. *Height, 18; length, 24 inches.* *Circa 1850*



[ No. 417 ]

417. POLISHED MAHOGANY AND TEAKWOOD SHIP BUILDER'S MODEL. Scale Model of the English Clipper Ship *Vanguard*. Exceedingly fine planked and riveted hull of mahogany and teakwood. Displaying a gracefully rounded bow with gilded scroll decorations and stern with scroll leaf and nameplates. The deck with dainty rail with spindles of ivory. The deck fittings complete and worked out in every detail. Enclosed in glazed case with mirror base. The hull set on miniature launching ways. *Height, 11; length, 36 inches.*

*Circa 1855*

The *Vanguard* was one of the first of the English ships built to compete with the fine American Clipper Ships of the 1850-1860 period. English statesmen had been agitating in Parliament for some years before that time, pointing out the beautiful American ships lying off Liverpool and other English ports which were carrying their cargoes all over the globe. This scale model was made for the ship builder to follow and the *Vanguard* when launched was exactly as set out here.

[SEE REPRODUCTION]

418. PAINTED WOOD MODEL OF A SHIP'S LONG BOAT. Model of the Long Boat from the Royal Yacht *Victoria and Albert*. Finely carved hull, painted white with the Royal Crown decoration. Interior with seats, cushions and gratings. *Length, 16 inches.* *Circa 1850*



[ No. 419 ]

419. ENGLISH ADMIRALTY RIGGER'S MODEL OF A MAIN-MAST. Square wood base on which is mounted a portion of the main mast, all of the main top-mast and the top gallant-mast. Fitted with cross trees, trestle trees, shrouds and stays. Rigged to the standing rigging is main top-sail yard with canvas; below, the main yard. All running rigging in place. A dummy sprit is rigged to stand to carry fore stays. *Eighteenth Century*

EXTREMELY RARE. The British Admiralty Board spent much time and went to much expense on the hulls of their various Men-of-War and East-Indiamen, but the actual rigging was generally delegated to the Commander who took possession of the hull when launched and directed the entire rigging. Record of a model sail plan was unknown until this specimen was located. Of unquestionable value to the Collector of Eighteenth Century Ship Models.

[SEE REPRODUCTION]

- +20. PAINTED WOOD MODEL OF A LIFE-BOAT. Model of the Life-Boat from the Royal Schooner Yacht *Gaiety*. Finely fashioned hull painted blue. Boat equipped with air chambers and seats. *Length, 16 inches.* Circa 1850
- +21. BOXWOOD CONSTRUCTED MODEL. Model of the New York Ship, *William H. Macy*. Constructed and planked hull painted bronze and black above with small white stripe. Square stern, decorated with a series of stars and with name, "William H. Macy." Fine sharp bow. Housing on deck in boxwood as well as boxwood planks on deck. All fittings of ivory. Completely rigged to scale, with masts and spars finely fashioned of boxwood. *Height, 41; length, 58 inches.* Circa 1840
- The American Ship *William H. Macy*, named after the famous New York Merchant, was known the world over. Little of her history has been preserved although she is mentioned in many of the old records of New York, Liverpool and the Orient. Several fine contemporary oil paintings of this ship are extant. The one in the Seamen's Savings Bank in New York possibly portrays her at her best.
- +22. PAINTED WOOD SHIP MODEL. Model of the Royal Schooner Yacht *Gaiety*. Finely fashioned full hull, painted tan and black with gilded stripes. Square stern and full bow mounting carved bust figure of Queen Victoria. Completely rigged and flying the Royal flags. Enclosed in glazed case with fine fret-work scrolled base. *Height, 39; length, 46 inches.* Circa 1850
- +23. PAINTED WOOD SHIP MODEL. Model of the Royal Yacht *Alberta*. Gracefully modeled hull painted black and tan with gilded striping. Ornamented rounded stern and long scrolled bow with carved figurehead of the Consort Prince Albert. Completely rigged and fitted on deck. She is fitted with side paddle boxes and wheels. In glazed case. *Height, 23; length, 36½ inches.* Circa 1850



[No. 424]

424. SANTA MARIA—1492. (SHIP MODEL.) Scale model of the flagship of Columbus, with sail set and flying pennants. Hull decorated in colors to conform with the period. Mounted with miniature bronze figures. Height, 29; length, 35 inches.

[SEE REPRODUCTION]

425. PAINTED WOOD SHIP MODEL. Model of the American Packet Ship *Republic*. Hull painted green with black above. Bow mounting carved and gilded full-length figure. She has a graceful rounded stern. Completely rigged. Height, 25; length, 24 inches. 1843  
The Ship *Republic* was built by John Currier, Jr., at Newburyport in 1843.

- +26. PAINTED WOOD SHIP MODEL. Model of a Two Masted Schooner. Hull bronze and black. Completely rigged and in full sail. *Height, 20; length, 21 inches.*

*Circa 1855*

- +27. WOOD MODEL. Model of Two Masted Schooner Yacht. Hollow hull with gilded underbody, black above with gilt stripe. Completely rigged with running gear and with masts of varnished pine. *Height, 27; length, 30 inches.*

*Circa 1850*

- +28. PAINTED WOOD MAN-OF-WAR MODEL. Ship Model in Wood of an English Ship of the Line. Hull alternately streaked ivory and black, mounting 68 guns; Figure of Sailor Prince as figurehead. Triple galleried arched stern, deck impedimenta and three figures of Marines standing at attention for the Captain who approaches in a long boat at right. Fully rigged, flying the white ensign, Union Jack and pennants. In beautiful carved oblong mahogany case enriched with rope molding, acorn pinnacles and rosetted swans, scrolled pediment. *Total height, 10½; length, 12 inches.*

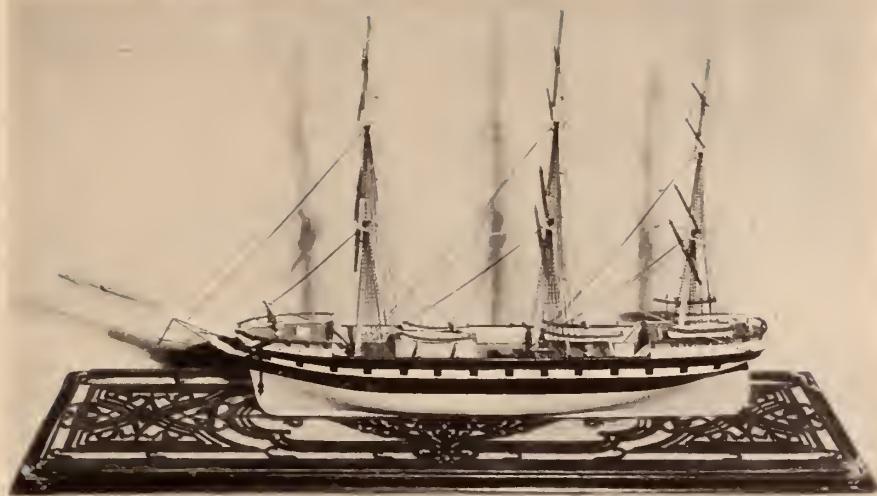
*Eighteenth Century*

- +29. PAINTED WOOD SHIP MODEL. Model of the American Packet Ship *Independence*. Hull painted brown and black with painted white gun-port stripe. Rounded stern. Completely rigged. *Height, 25; length, 30 inches.*

*1834*

The Ship *Independence*, 734 tons, was built by Smith & Dimon of New York in 1834 and took the President's message to England. She several times made the voyage to Liverpool in 14 days

- +30. PAINTED WOOD SHIP MODEL. Model of an American Packet Ship. Hull painted and finely modeled. Completely rigged and with all deck fittings.



[ No. 431 ]

431. PAINTED WOOD SHIP MODEL. Model of the English Tea Clipper, *Wild Deer*. Finely modeled hull painted deep salmon with black and white gun-port stripe above. She has a gracefully rounded stern ornamented with gilt scrollings. The sharp bow mounts a carved female figure. The model is very carefully rigged with all detail and carries a full complement of apparatus on deck. Set on table base with walnut pierced scrolled top. Height, 27; length, 42 inches. 1863

An exceptionally fine clean-cut contemporary model, having been preserved under glass since it was built. The *Wild Deer* was launched from Conwell's Yard in December, 1863 and considered the finest China Tea Clipper built in England, during the period. Lloyd's register gives her tonnage as 1016 net, her length, 211 feet, and beam 33.2 feet. She was commanded by Captain George Cobb a well known racing skipper in the China trade. Six pages, (pp. 355-360) in "The Colonial Clippers" by Basil Lubbock, are devoted to the history of the China Clipper *Wild Deer*.

[SEE REPRODUCTION]

- +32. MODEL OF AN OLD SQUARE RIGGER. Full hull, painted green to water-line, white above, fully rigged. A builder's model secured from an old shipyard at Portland, Oregon. A fine piece of work. *Height, 49; length, 75 inches.* *American, 1860*
- +33. MODEL OF AN AMERICAN CLIPPER SHIP. Hull green to water-line, black above, completely rigged and with deck fittings. Made by a sailor aboard the Clipper Ship *Great Republic*. A very fine model and an unusual size. In perfect condition. *Height, 54; length, 60 inches.* *Circa 1860*
- +34. PAINTED WOOD SHIP MODEL. Model of an English Merchantman. Half hull painted black with orange colored stripe. Completely rigged and in sail. Against painted back foil of distant sea and land. Enclosed in glazed case. *Height, 27; length, 40 inches.* *Circa 1865*
- +35. MAHOGANY SHIP MODEL. Model of the English Ship *Elenore*. Full carved hull with rounded stern and sharp bow mounting gilded figurehead. Completely rigged and in full sail. Enclosed in glazed case. *Height, 25; length, 32 inches.* *Circa 1860*
- +36. PAINTED WOOD SHIP MODEL. Model of an American Clipper Ship of 1852. Hull dark green with black above, decorated with gilt stripings. Completely rigged and with full deck impedimenta. *Height, 23; length, 33 inches.* *1852*
- +37. PAINTED WOOD SHIP MODEL. Hull painted black with white gun-port stripes. Rounded stern with gilded ornamentation. Finely scrolled bow mounting gilded bust length female figurehead. Completely rigged and with all details on deck. Set in glazed case with miniature ocean and other shipping activity. *Height, 29; length, 44 inches.* *Circa 1860*

AN EXCEPTIONALLY FINE CONTEMPORARY MODEL IN SPLENDID CONDITION.

438. MINIATURE SHIP MODEL. Two Masted Topsail Schooner.  
Carved wood sails. In glass case.
439. PAINTED WOOD SHIP MODEL. Model of a Full Rigged Ship. Finely modeled hull painted black and bronze.  
Rounded stern and sharp bow mounting figurehead.  
Fully rigged and with all deck fittings. *Height, 18;  
length, 29 inches.* *Circa 1865*
440. PAINTED WOOD SHIP MODEL. Model of an American Merchantman. Hull painted crimson with black above, having white painted port stripe. Completely rigged and with all deck fittings. *Height, 17; length, 20 inches.* *Circa 1860*
441. CARVED AND PAINTED WOOD SHIP MODEL. Model of a Clipper Ship. Hollowed hull of walnut with painted black and bronze hull. Finely carved stern and scrolled bow fitted with three-quarter female figure. Planked deck and fully rigged. The deck with all impedimenta. Set on cradle base. *Height, 25; length, 36 inches.*
442. PAINTED WOOD SHIP MODEL. Model of an American Clipper Bark. Fine sheer hull, painted bronze and black with gilt lines. Full length carved figurehead at bow and completely rigged with fine rake to masts. Complete deck impedimenta. Set on mahogany base. *Height, 14½; length, 20 inches.* *Circa 1860*
443. MINIATURE SHIP MODEL. Brigantine, with carved wood sails. In glass case.
444. PAINTED WOOD SHIP MODEL. Model of an American Whaler. Hull covered with copper to water-line and trimmed with green rails. Square stern and blunt bow. Deck with all fittings for trying out the whale blubber. Completely rigged. *Height, 28; length, 35 inches.* *1840*

445. SHIP'S FIGUREHEAD FROM AN AMERICAN WHALING SHIP.



Figurehead in yellow pine wood, of a Hawaiian girl; uplifted head; with coral necklace and amulets. *Height, about 3 feet.*

A FINE SPECIMEN FROM AN AMERICAN WHALING SHIP. The Hawaiian Islands were well known to the Masters of whaling ships, these ships using the Islands as a base, and it is probable that a master of one of the whaling ships commemorated a Hawaiian beauty by having this figurehead of a Hawaiian girl placed at the bow of his vessel.

[SEE REPRODUCTION]

446. MODEL SHIP. Clipper Ship.

Half model with all sails set. Mounted on board showing sky and water in natural colors. *Height, 24; length over all, 40 inches. Circa 1870*

[ No. 445 ]

447. PAINTED WOOD SHIP MODEL. Model of a Four Masted Bark.

Hull painted crimson, black and green. Rounded stern and full bow. Completely rigged and with all deck equipment. *Height, 27; length, 31 inches.*

*Circa 1870*

448. PAINTED WOOD SHIP MODEL. Model of an American Packet Ship.

Hull painted green, with black and white above. She has a square stern, is completely rigged and has all deck fittings. *Height, 24; length, 31 inches.*

*1845*

[END OF SECOND SESSION]

WEDNESDAY AFTERNOON, JANUARY 6, AT 2:30  
THIRD SESSION, NUMBERS 449 TO 678, INCLUSIVE

•3———v.

RARE EARLY MAPS

OF THE XVIITH AND XVIIITH CENTURIES

*Numbers 449 to 481, Inclusive*

•3———v.

449. AMAZON REGION. MAP. Gviana siue Amazonvm Regio. Amstelodam Guiljelmus Blaeuw excudit. IN COLORS. Height, 14 $\frac{3}{4}$ ; length, 19 $\frac{1}{4}$  inches. Matted. Amsterdam, circa 1631

Fine map showing the hilly districts. Three vessels in full sail are depicted on the sea, two engaged in combat; also a compass. Title with ornate colorful border. On verso is text in French.

450. AMERICA. MAP. America with those known parts in that unknowne worlde both people and manner of buildings. Discribed and inlarged by I. S. Ano 1626. Abraham Goos, Amstelodamensis Sculpsis. Height, 15 $\frac{1}{2}$ ; length, 20 inches. In black frame, glazed. 1626

VERY FINE MAP. Shows both North and South America, with California as a large island. At the top is a border consisting of eight views, of Havana, St. Domingo, Mexico, Isle of Moca, Olinda (Brazil), Rio de Janiero, and two others. In the side margins are the pictures of the Indian King of New England, Indian King of Florida, and of the aboriginal inhabitants of Virginia, Greenland, Mexico, Peru, Brazil, and others. With an inset map of the lands near the North Pole. Views of sailing vessels, spouting whales, and sea monsters.

451. AMERICA. MAP. Novissima et Accuratissima Totius Americae. Descriptio per N. Visscher. Partly COLORED. Height, 17; length, 21 $\frac{1}{2}$  inches. (Crease in center reenforced with linen strip.) Circa 1712

[Continued]

[451. AMERICA. MAP—*Continued*]

The map contains large colored vignettes in upper and lower left corners, viz.—a coat-of-arms upheld by four figures, with the name of “D. Cornelio Witsen,” beneath; and the title, surrounded with several figures of savages; also small engravings of ships sailing the seas, and small pictures of animals, and an Indian warfare scene.

452. AMERICA, NORTH AND SOUTH. MAP. America with those known parts in that unknowne worlde both people and manner of buildings Discribed and inlarged by I. S. [JOHN SPEED]. Ano. 1626. Abraham Goos, Amstelodamensis, sculpsit. IN COLORS. Height,  $16\frac{1}{4}$ ; length,  $21\frac{1}{2}$  inches. Matted. [London: G. Humble, 1631]

FINE MAP showing both North and South America, with California as a large island. Border illustrations same as No. 450.

453. BRAZIL. MAP. By Joannes Blaeu. *Engraved map, in Colors.* Height, 21; length, 24 inches. Framed.  
*Circa 1690*

FAIRLY FAMOUS EARLY COLORED MAP OF BRAZIL. Original engraved map, showing the varied territories of the state with Amozonum at north and a portion of Paraguay at south. At right foot is a pedestal about which cupidons and Neptune are sporting, inscribed, “Nova et Accurate Brasiliae—Joanne Blaeu L.E.”

454. BRAZIL. MAP. Accuratissima Brasiliae Tabula. Amstelodami Henricus Hondius excudit. IN COLOR. Height,  $14\frac{3}{4}$ ; length,  $19\frac{1}{2}$  inches. Matted.  
*Amsterdam, circa 1639*

Desirable map with two inserts titled: “Baya de todos os Santos;” and “Villa d’Olinda de Pernambuco.” Two groups of cannibals are shown killing and cooking a human victim. Two ships and a whale on the sea; pictorial cartouche.

455. CALIFORNIA AND MEXICO. MAP. By Eman Bowen. *Engraved map, in Colors.* Height, 16; length, 20 inches. Framed.  
*Circa 1775*

Original engraved map, embracing the coast from Cape Hatteras to Panama on the east and lower California to the same on the west. Finely detailed. At left is supplementary map of Galapagos Island.

+56. CAROLINA. MAP. A New Description of Carolina. By John Speed. In Colors. Height, 15; length, 20 inches. In black frame and glazed. Circa 1626

+57. MAPS, COLORED. A Collection of 55 maps, mostly by Frederik de Wit. *Finely engraved and DELIGHTFULLY COLORED.* Imperial folio, full contemporary vellum. (Binding weak.) Various places and dates

INTERESTING SET OF MAPS with ornamental figures, inset local maps, heraldic devices and garlands, of Europe, Austria, Germany, Moscow, Tartary, India, etc., by Nicholaas Visscher, Frederik de Wit, Justus Danckerts, and others; evidently collected by a contemporary. In good condition except for tears in a few folds.

+58. MAPS, COLORED. BLAEU (J.). Toonneel des Aerdrycx, oft Nieuwe, Vyfde Deel. *With 55 maps IN COLOR, some double-page, engraved title with heraldic design.* Large folio, full contemporary gilt stamped vellum with ties. Amstelaedami Apud Ioannem Blaev, 1654

BEAUTIFUL COPY OF THESE HIGHLY COLORED MAPS adorned with figures, crests and other heraldic devices.

IN EXCELLENT CONDITION the brilliant reds and yellows entirely unfaded, the margins clean and free from stains. This is Vol. V, of the FAMOUS BLAEU SERIES, and contains maps of Scotland, Aberdene, Connaughty, Berwick, Galloway, Lidisdail, Sterling-Shyr, Lennox, Tredia, Clyds-Dayl, Ulster, Shetland Islands, Isle of Boot and others.

+59. MAPS, COLORED. A Collection of 56 double-page and folding maps COLORED BY HAND. Bound together in large folio, full contemporary gilt stamped vellum. (Two maps with cuts, easily repaired.)

Various places and dates (Seventeenth Century)

COLLECTION OF HANDSOME MAPS, COLORED in bright tones of green, yellow and red, several with local maps and seas (showing sand bars and other dangerous points), many ornamented with vignettes, figures and scenes, such as a fight between British and French soldiers. Evidently brought together by a contemporary collector.

The maps are particularly fine in design and color. Executed by Nicolai Visscher, Herman Moll, John Bowls; Abraham Allard, Samson, Guillaume Delisle and others.

460. MAPS, COLORED. HOMANN (JOHANN BAPTIST). *Atlas Mathematico-Historice delineatus. Engraved title with figures, and 91 double-page maps in Colors.* Large folio, full contemporary mottled calf, red sprinkled edges (rubbed). [Nuremberg, 1762]  
HANDSOME SET of these famous maps by Homann, colored by hand and ornamented with engraved figures, vignettes of local scenes and heraldic devices. They are beautifully engraved with a great deal of local detail, especially those containing cities. Included in this set are: Germany; Bohemia; Silesia; Moravia; Austria; The Tyrol, with a local vignette; Bavaria; Franconia; Alsace; Westphalia; Saxony and other German States.
461. MEXICO. MAP. *Nova Hispania et Nova Galicia. Partly Colored.* Height,  $13\frac{5}{8}$ ; length,  $19\frac{1}{4}$  inches. Backed with linen. Circa 1631  
The title is surrounded with an emblematical design in colors, surmounted by a coat-of-arms. The map contains engravings of a ship and a whale spouting, in Mexican waters, and illustrations of several wild animals. The descriptive text in Latin, on reverse, has been covered over by the linen backing.
462. MEXICO. MAP. *Hispania Novae, Nova Descriptio.* Partly Colored. Height,  $19\frac{1}{4}$ ; width,  $13\frac{3}{8}$  inches. Circa 1631  
Interesting map containing engravings of a ship with two flags, and a whale spouting, both in the Pacific Ocean. With descriptive text in Latin on reverse.
463. MEXICO. MAP. *Hispaniae Novae, Nova Descriptio.* Partly Colored. Height,  $19\frac{5}{8}$ ; length,  $13\frac{3}{8}$  inches. Small tear in center fold, and several tears in margins. Circa 1631  
Same as preceding.
464. NEW ENGLAND AND NEW NETHERLANDS. MAP. *Nova Anglia, Septentrionali Americae implantata Anglo-rumque coloniis florentissima.* By Johannes Baptista Homann. COLORED. Height, 20; length, 23 inches. In gold frame, and glazed. Circa 1720  
Shows lower part of Canada, the Great Lakes region, New York, Long Island, etc.

465. NEW ENGLAND. MAP. By Joannes Blaeu. *Engraved map, in Colors.* Height, 18; length, 22 inches. Framed. Circa 1690

Original engraved map, embracing coast of Maine to Virginia and showing Cape Cod, Long Island, Manhattan New Netherland. On the ocean are many Indians paddling canoes, and a fleet of English ships. At left foot, two cupids hold a drapery with scale of miles thereon; at right, on the continent are deer, turkey, beaver, grizzly bear, birds and wolf very carefully executed. Tablet with Indian supporters inscribed "Nova Belgica et Anglia Nova."

466. NEW ENGLAND, ETC. MAP. Shows the New England Coast, Florida and the Caribbean Sea. By Joh. Baptista Homann. *Engraved map, in Colors.* Height, 20; length, 24 inches. Framed. Circa 1710

Original engraved map, embracing the coast line from Port Royal, through New England to Florida to the equator. At left crown is a cartouche sustained by Indians, inscribed "Regini Mexicani . . . N. Anglica, Carolinae, Virginiae, Pennsylvaniae . . . A Joh. Baptista Homann." At foot a large fleet of Spanish galleons in full sail is viewed. At right center is an interesting scene showing Indians gold mining in Mexico at the foot of their famous mountains and Spaniards trading with the Indians.

467. NEW YORK. MAP. Nova Belgica et Anglia Nova. J. Blaeu. COLORED. Height, 15; length, 20 inches. In gilt frame, glazed. Circa 1665

FINE COLORED MAP. Showing three ships, two canoes, and two compasses. Depicted in the map are deer, bears, foxes, badgers, otters, turkeys, cranes, etc.; also views of two Indian villages.

A very curious map showing New Netherlands above New England.

468. NORTH AMERICA. MAP. Nova Belgica et Anglia Nova. By W. J. Blaeuw, 1667. COLORED. Height, 15; length, 19½ inches. In black frame and glazed. 1667

Shows New Belgium, New Netherland and New England, depicting figures of bears, otters, foxes, deer and birds; also views of two Indian villages. With two compasses; three sailing vessels, also two canoes with Indians.

Very curious map depicting New Netherlands at top and New England below, and Lake Iroquois east of the Connecticut.

469. NORTH POLE. MAP. *Regiones Svb Polo Arctico.* Auctore Guiljelmo Blaeu. IN COLORS. Height, 16; length, 21 inches. In gilt frame, glazed. Circa 1665

A VERY FINE COLORED MAP OF THE NORTH POLE. Shows four sailing vessels, and eight compasses. In the lower right-hand corner is an engraving of two men of the polar regions, also a bear and two foxes. At the top is an escutcheon bearing the title and portraying a cannibal munching on a chunk of meat, and an old man, garbed, with a pot of steaming food resting on his lap. Depicts the various lands adjacent to the North Pole.

470. OREGON. MAP. United States and Mexico; including Oregon, Texas, and the Californias. Marginal View of the contemplated Oregon Railroad: New York to the Mouth of Columbia River, and large cut of steamboat "Oregon," with balloon overhead. IN COLORS. Large folio broadside, mounted on cardboard.

New York: H. A. Munson & Co. [1847]

The text includes: "Oregon Railroad," a descriptive sketch (50 lines); distances to Western cities, etc.

471. PARAGUAY. MAP. Paragvay, ó Prov. de Rio de La Plata cum regionibus adiacentibus Tvcvman et Sta. Crvz de la Sierra. IN COLORS. Height, 14 $\frac{3}{4}$ ; length, 19 inches. Matted.

Amstelodami: Excudebat Ioannes Ianssonius, 1653

This interesting map shows the mountainous regions of the South American coast. The title and imprint are within ornate borders, the decorations including clusters of fruit and the head of a cherub. A sea-monster and a sailing vessel also form part of the decorations.

472. PERU. MAP. PERU. IN COLORS. Height, 15; length, 19 $\frac{1}{4}$  inches. Matted.

Amstelodami: Apud Ioannem Ianssonium, circa 1666

Spouting whales, sailing vessels and an ornate border around title render this map of much interest.

473. PERU. MAP. Perv. IN COLORS. *Height, 15; length, 19 $\frac{1}{4}$  inches.* Matted.  
Amstelodami: Apud Ioannem Janssonium, *circa 1666*  
Decorations same as preceding. Text on verso in French, describing Peru.
474. SIR WALTER RALEIGH COLORED MAP OF VIRGINIA. By Theodore De Bry, 1635. *Engraved and COLORED.* Height, 13; length, 17 inches. Framed. 1635  
Original engraved map, very crudely drawn, showing the Islands off the coast, many English ships and a spouting whale on the ocean. At upper left is the coroneted British coat-of-arms and at right a scrolled medallion inscribed "Americae pars Nunc Virginia. Walter Raleigh anno domini MDLXXXV. Regina Elizabeth. . . ."
475. SOUTH AMERICA. MAP. Chili. Amstelodami, Henricus Hondius excudit. IN COLOR. Height, 14 $\frac{3}{4}$ ; length, 19 inches. Matted. Amsterdam, *circa 1639*  
With ornamental colorful borders around the title, imprint and scale. Ships, compasses and whales enhance the interest of this map.
476. STRAIT OF MAGELLAN. MAP. Sreti Magellanici ac novi Sreti vulgo le Maire, exactissima delineatio. IN COLORS. Height, 15; length, 19 $\frac{1}{4}$  inches. Matted.  
*Circa 1639*  
Fine old map, embellished with pictures of penguins, sailing vessels, compass and whales, one spouting. Ornate colored border around title; text in French on verso.
477. VIRGINIA AND FLORIDA. MAP. Virginiae item et Floridae. Americae Provinciarum nova Descriptio. By Henrick Hondius, 1630. IN COLORS. Height, 13 $\frac{1}{2}$ ; length, 19 inches. In black frame and glazed. 1630  
FINE COLORED MAP, with mariner's compass; depicts sailing vessels and canoes; portrait of an Indian man and woman of Florida; two sea monsters; in the Virginia map may be noticed a turkey and deer. In the upper left of map are views of two Indian villages.

478. VIRGINIA AND MARYLAND. MAP. A Map of Virginia and Maryland. By John Speed, about 1626. IN COLORS. Height, 15; length, 19 inches. 1626

FINE COLORED MAP. With mariner's compass; also shows part of New Jersey spelled on map "Part of New Iarsy." Also gives the names of the various Indian settlements.

479. UNITED STATES. MAP. Etats-Unis de l'Amérique Septentrionale. By George Delamarche. Engraved and COLORED. Height, 20; length, 26 inches. Framed. 1785

Original engraved map, showing the coast and interior from the St. Lawrence to the Gulf of Mexico. At upper left is the title "Etats-Unis de l'Amérique Septentrionale . . . Paris chez George Delamarche, . . ." set above a tropical sea-scape. At right foot is a tablet giving the ancient capitals of each state such as Amboy for New Jersey, Newcastle for Delaware, Annapolis for Maryland, Savannah for Georgia.

480. UNITED STATES AND CANADA. MAP. Carte Nouvelle de l'Amérique Angloise. By Matthew Albert Lotter. Engraved and COLORED. Height, 25; width, 21 inches. Framed. Circa 1760

Original engraved map, embracing the coast of Canada from the mouth of the St. Lawrence and the New England coastal states and as far south as Florida. A finely detailed map showing many early settlements and towns. At right is a beautifully garlanded cartouche inscribed "Carte Nouvelle de l'Amérique Angloise . . . de la Nouvelle Angleterre . . . par Matthieu Albert Lotter."

One of the few pre-revolutionary maps showing the original thirteen states in detail, all of which are listed in the title.

481. UNITED STATES. MAP. Insulae Americanae. . . . By Reinier and Josua Ottens. Engraved and COLORED. Height, 20; length, 24 inches. Framed. Circa 1700

EARLY COLORED MAP OF SOUTHERN STATES OF AMERICA AND CARIBBEAN SEA. Original engraved map, embracing the coast line from Southern Georgia through the Caribbean sea with its adjacent islands and the isthmus of Panama to La Trinidad in South America. At right crown is draped label supported by cupids, inscribed, "Insulae Americanae Nempe Cuba Hispaniola, Jamaica . . . par Reinier & Josua Ottens."

## EIGHTEENTH CENTURY MARINE PORCELAINS

SUNDERLAND LUSTRE WARE, LIVERPOOL,  
WEDGWOOD, LOWESTOFT PITCHERS, DISHES,  
WITH NAVAL, MARINE AND HISTORICAL  
DECORATIONS

*Numbers 482 to 620, Inclusive*

•3—•

482. SUNDERLAND PINK LUSTRE MARINE PITCHER. Inverted pear shape with straight collar and molded loop handle. Very finely decorated with light tortoiseshell pink lustre on collar and three oval medallions which are variously occupied by black transfers; Frigate in full sail, Iron Bridge and wreathed verse, "This Is A Good World To Live In, To Lend Or To Spend Or To Give In . . . As Never Was Known."

*Eighteenth Century*

483. EARLY SUNDERLAND LAVENDER LUSTRE MARINE BOWL. Deep bowl with outcurving foot. Decorated with bandings and splashings of pink lustre; the interior with colored transfer "A little maid playing with her favorite bird"; exterior with ship supported by two sailors and wreathed verse, "Glide On My Bark . . . Her Countless Gems To Deck The Wave." *Diameter, 5½ inches.*

484. TWO EARLY SUNDERLAND PINK AND COPPER LUSTRE MARINE PLAQUES. By Dixon. Molded oblong borders with scrolled rims in tortoiseshell pink and copper lustre. Displaying in black transfers ships in full sail, one captioned "May Peace And Plenty...Bless The British Isles," the other with impress mark "Dixon Co." Together, 2 pieces.

485. Two EARLY SUNDERLAND LAVENDER AND COPPER LUSTRE MARINE PLAQUES. By Dixon. Molded oblong borders of lavender tortoiseshell lustre and scrolled purplish copper rims. One displaying reefed Frigate in black; other coat-of-arms of the Mariner's Arms in colored transfer blazoned with anchor, motto, "Deus Dabit Vela," two sailors as supporters and Frigate as crest. Together, 2 pieces. *Heights, 8 $\frac{1}{4}$  and 7 $\frac{1}{4}$  inches; Lengths, 9 $\frac{1}{4}$  and 8 $\frac{1}{4}$  inches.*
486. Two EARLY SUNDERLAND LAVENDER AND COPPER LUSTRE MARINE PLAQUES. By Dixon. Molded oblong borders of lavender tortoiseshell lustre and scrolled purplish copper rims. One displaying reefed Frigate in full sail; other coat-of-arms of the Mariner's Arms in colored transfer, blazoned with anchor, motto, "May Peace And Plenty . . . Bless The British Isles," two sailors as supporters and Frigate as crest. Together, 2 pieces. *Heights, 8 $\frac{1}{4}$  and 7 $\frac{1}{4}$  inches; length, 9 $\frac{1}{4}$  and 8 $\frac{1}{4}$  inches.*
487. Two WORCESTER PORCELAIN MARINE PLATES. By Hight, Barr & Barr. Ship in distress finely painted in colors as a crest, the red Ensign appearing inverted, crowned with motto "Spes Infracta." Very fine rose pompadour crimson borders with scrolled gadrooned rims in gilding. Signed in full by makers. Together, 2 pieces. RARE. *Diameter, 8 $\frac{3}{4}$  inches.*
488. SUNDERLAND LAVENDER LUSTRE MARINE PITCHER. Ovoid, with short straight collar and loop handle. Enriched with lustred bandings and medallions, the collar with angular leaves; the medallions in colored transfers with "Sailors Drinking," flanked by British flags; reverse with coat-of-arms having anchor and surmounting sailing ship. Captioned, "The Mariner's Arms." *Height, 7 $\frac{1}{2}$  inches. Eighteenth Century*

IN FINE CONDITION.

489. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Oviform, with molded loop handle and straight collar having lustre bandings. Front, with colored transfer displaying "A Soldier of France and England," with clasped hands, carrying their respective flags. Motto above, "May They Ever Be United, Commemorative Of The Crimean War." Reverse, with Frigate in full sail and motto. *Height, 6 inches.*
490. SUNDERLAND PINK LUSTRE MARINE PUNCH BOWL. Printed in black and colored transfer, with the MARINER'S COMPASS, New Bridge over the Wear, and the Clipper Ship *Gauntlet*; inside with Sunderland Bridge, the *Agamemnon* and the Sailor's Farewell, the cavetto with Masonic escutcheon. Enriched with splashes of pink lustre. Potted at North Hylton. Repaired. *Diameter, 11½ inches.* *Circa 1800*
491. RARE EARLY SUNDERLAND LAVENDER LUSTRE MARINE PITCHER. Bulbous body with loop handle and the straight neck enriched with lavender banding and spray of flowers in green and lavender lustre; the lustered medallions occupied by ship in full sail, captioned, "Columbus The Largest Ever Built. Burthen 600 Tons, Length 301 Feet, Breadth 50 Feet 7 inc[hes], Depth 29 Feet 6 inc[hes]"; reverse with wreathed verse, "When This You See Remember Me . . . Speak Of Me As You Find," in colored transfers. Front with anchor. *Height, 7½ inches.*
- IN BRILLIANT CONDITION.
492. COMMEMORATIVE SUNDERLAND PINK LUSTRE MARINE PITCHER. Broad inverted pear shape, with loop handle. Decorated with pink lustre at straight neck, with colored transfers on body, A Frigate in Full Sail and French and English military trophy, captioned, "Crimea," "May They Ever Be United." *Height, 5¼ inches.*

493. FRENCH PORCELAIN MARINE VASE. Mantel urn of bulbous body with flaring lip and square base. Decorated in colors with panoramic view of a ship in sail, with distant land. Handle, base and lip decorated in gilt. *Height, 7 inches.*
494. RARE SUNDERLAND LAVENDER LUSTRE MARINE PITCHER. Oviform, with loop handle and collar. Decorated with lavender lustre bandings and splashings; the collar with unusual black transfers of clusters of flowers on interior and exterior. The obverse, with group of Tars drinking to "The Flag Thats Braved A Thousand Years, The Battle And The Breeze," reverse, with view of Cast Iron Bridge over the Wear. *Height, 7 1/4 inches.* *Eighteenth Century*
495. SUNDERLAND PINK LUSTRE MARINE TRICK MUG. Cylindrical, with loop handle and molded foot. Enriched with fine tortoiseshell lustre reserved with Frigate in full sail and New Bridge Sunderland in colored transfers. *Height, 5 inches.* *Eighteenth Century*
496. SUNDERLAND LAVENDER LUSTRE MARINE MUG. Cylindrical, with molded foot and loop handle. Enriched with lustred bands, splashings and colored transfer, subject, "Jack On A Cruise; 'Avast There—Back Your Main Topsail.'" In a landscape with view of shipping, Jack is seen following his meditated sweetheart. *Height, 5 3/4 inches.* *Eighteenth Century*
- IN VERY FINE CONDITION.
497. EARLY SUNDERLAND PINK LUSTRE MARINE JUG. Inverted pear shape with molded loop handle and straight collar. Enriched with lustre at collar and two medallions on body, enclosing in colored transfers a Frigate in full sail and florally wreathed verse, "Thou Noble Bark . . . And Welcome To Her Shore." *Height, 4 3/4 inches.*

498. SUNDERLAND TORTOISESHELL PINK LUSTRE MARINE PITCHER. Broad oviform with straight collar and loop handle. Enriched with grounds of rare toned pink lustre reserved with view of the Castipon Bridge, Sunderland and reverse with mariner's compass supported by Britannia and Sailor carrying Union Jack. Sailing ships are seen under compass. *Height, 6 inches.*

*Eighteenth Century*

FINE CONDITION.

499. BEAUTIFUL SUNDERLAND LAVENDER LUSTRE JUG. Inverted pear shape, with straight collar and loop handle. Very beautifully decorated with splashed lavender lustre from lip down canopying subjects in colored transfers; obverse with Frigate in full sail, reverse with wreathed sailing ship and verse, "On Boards And Broken Pieces Tossed," "But All Come Safe To Land." *Height, 4 $\frac{3}{4}$  inches.*

VERY FINE CONDITION.

500. EARLY SUNDERLAND LAVENDER LUSTRE MARINE PITCHER. Inverted pear shape with shell spout, loop handle and straight collar. Decorated in lavender lustre, with bandings and splashings on body. Obverse with colored transfer, Frigate in full sail front, with compass, flanked by two other ships; reverse, with wreathed verse entitled, "The Sailor's Tear." *Height, 9 inches.*

FINE CONDITION.

501. EARLY SUNDERLAND LAVENDER LUSTRE MARINE PITCHER. Oviform with straight collar, shell spout and molded loop handle. Decorated with lustre bandings and splashings, the obverse with colored transfer displaying coat-of-arms, medallioned heads of French Emperor and Queen Victoria and motto; "May They Ever Be United," reverse, with French and English sailors bearing their respective flags. Front with soldiers similarly grouped and motto; "Commemorative Of The Crimean War." *Height, 9 $\frac{1}{2}$  inches.*



[ No. 502 ]



[ No. 503 ]

502. TWELVE FINE MARINE AND ARMORIAL LOWESTOFT DINNER PLATES. Center brilliant medallion of edifice and stream, the lip finely decorated in gilding and in colors with English Men-of-War in harbor. Below, coat-of-arms and at top, rampant lion and motto: "Decus Sumnum Virtus." All in brilliant colors on soft cream paste. *Diameter, 9 inches.*      *Eighteenth Century*

The center medallion represents the Family Castle for which the plates were made. The two marine medallions picture the fleet leaving China with the consignment of the dinner service, and the arrival of the fleet at Portsmouth.

[SEE REPRODUCTION]

503. THREE IMPORTANT LOWESTOFT PLATES WITH RHODE ISLAND STATE COAT-OF-ARMS DECORATION. Circular pierced rim plate with large center circular medallion of Hope with Anchor and an unidentified coat-of-arms. The medallion in brilliant colors, surrounded by gilded motif of anchor and husk design.  
*Diameter, 9 inches.*      *Eighteenth Century*

[SEE REPRODUCTION]



[ No. 504 ]



[ No. 505 ]

504. LOWESTOFT MARINE BOWL. Deep flaring bowl on short foot, the outer bowl decorated with quaint medallion depicting "The Sailor's Farewell," the sailor clasping his sweetheart in his arms and pointing to a large ship about to sail. The reverse, the sailor has returned, dressed in silks and is dropping gold pieces into the apron of his sweetheart who is now more matronly in appearance. *Diameter, 10½ inches. Eighteenth Century*

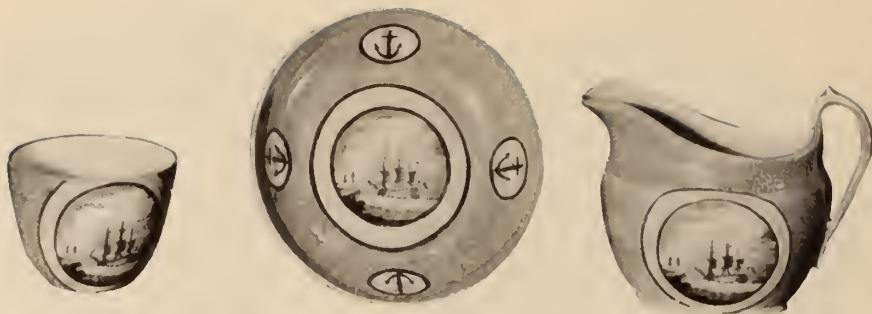
RARE.

[SEE REPRODUCTION]

505. LOWESTOFT MARINE DECORATED MUG. Cylindrical body with intertwined loop handle, decorated at front with fine brilliant medallion of a Frigate in full sail. *Height, 4½ inches. Eighteenth Century*

[SEE REPRODUCTION]

506. LOWESTOFT CUP AND SAUCER WITH MARINE DECORATION. Center with large medallion in brilliant colors of a Frigate in full sail, surrounded by floral and diapered rose border. (Saucer repaired.) *Eighteenth Century*



[ No. 507 ]

507. PURPLE LUSTRE CUP AND SAUCER AND CREAMER WITH MARINE DECORATION. Center medallion with an English Frigate partly in sail, with rocky shore line and several people gazing out to sea; flanked at either side with oval medallions in black of anchors. The whole on purple resist lustre ground with curious seaweed motif.

*Eighteenth Century*

[SEE REPRODUCTION]

508. LOWESTOFT MINIATURE TRAY WITH SHIP DECORATION. Oblong scalloped tray with raised rim, decorated at center with large medallion of a Frigate in full sail, the whole in brilliant colors on cream ground. *Length, 5 inches.*

*Eighteenth Century*

An unusual specimen of a miniature Lowestoft tray with an exceptionally fine and large decoration of an old ship.

509. LOWESTOFT TEAPOT WITH MARINE DECORATION. Bulbous body with large loop handle and fitted with cover with fruit knob terminal. The shoulder decorated with draped and floral motif and both sides of body with large medallion in brilliant colors, an ancient Man-of-War in full sail. *Height, 5½; width, 9 inches.*

*Eighteenth Century*

RARE.

[SEE REPRODUCTION]



[ No. 509 ]

[ No. 510 ]

[ No. 511 ]

510. LOWESTOFT TEAPOT WITH MARINE DECORATIONS. Bulbous body with loop handle fitted with domed cover having acorn finial. The body finely decorated in sepia with continuing motif of Frigates in full sail in harbor setting. *Height, 5½; width, 8 inches.*

*Eighteenth Century*

RARE.

[SEE REPRODUCTION]

511. LOWESTOFT TEAPOT WITH MARINE DECORATION. Bulbous body with large loop handle and fitted with cover with fruit knob terminal. The top decorated with rose diapered pattern and both sides with large medallion in brilliant colors and gilding of an ancient Man-of-War in full sail. *Height, 5; width, 9½ inches.*

*Eighteenth Century*

RARE.

[SEE REPRODUCTION]

512. LOWESTOFT CUP AND SAUCER WITH MARINE DECORATION. Tea cup and deep saucer, decorated with large medallion in colors of a Frigate in full sail. Slight nicks at lip.

*Eighteenth Century*

RARE.



[ No. 513 ]



[ No. 513 ]  
[ No. 514 ]



[ No. 514 ]

513. LOWESTOFT CUP AND SAUCER WITH THE RHODE ISLAND STATE COAT-OF-ARMS DECORATION. The cup with inner banding of blue and gilt heightened with gilt star decoration. The outer cup with Hope Leaning On Anchor and distant American Frigate in full sail. The saucer with similar blue and gold banding with center large medallion in brilliant colors of a sailor taking leave of his sweetheart, pointing to his ship at anchor in the harbor. RARE AND IMPORTANT PIECES.

[SEE REPRODUCTION]

514. LOWESTOFT CUP AND SAUCER WITH MARINE DECORATION. The borders with rose diapered and floral motifs, the saucer with larger center medallion, in brilliant colors, of an Eighteenth Century Frigate in full sail. The marine decorations repeated in two places on cup. *Eighteenth Century*

RARE.

[SEE REPRODUCTION]

515. LOWESTOFT TEA CADDY WITH NAVAL DECORATION. Flat sided body with domed top and short neck. Fitted with teakwood cover. Decorated on both sides with large medallion of Frigate in full sail. RARE. Height, 5 inches. *Eighteenth Century*

[SEE REPRODUCTION]



[ No. 515 ]



[ No. 516 ]

[ No. 517 ]



[ No. 518 ]

516. LOWESTOFT BOWL WITH MARINE DECORATION. Small flaring bowl on short foot decorated with panoramic view of wooded shore and several ancient Men-of-War in full sail. *Diameter, 4 $\frac{3}{4}$  inches.* *Eighteenth Century*

RARE.

[SEE REPRODUCTION]

517. LOWESTOFT BOWL WITH MARINE DECORATION. Small deep bowl with flaring sides, the inner lip decorated with continuing vine and leaf motif in soft purples and Chinese greens. Exterior bowl with two large medallions in brilliant colors of ancient ships in full sail. *Diameter, 5 $\frac{1}{2}$  inches.* *Eighteenth Century*

RARE.

[SEE REPRODUCTION]

518. LOWESTOFT MINIATURE TRAY WITH MARINE DECORATION. Hexagonal tray with raised scalloped rim bordered with Chinese money motif. The tray with large medallion of several ancient ships in full sail worked in brilliant sepia, crimson and green coloring. RARE. *Length, 5 $\frac{1}{4}$  inches.* *Eighteenth Century*

[SEE REPRODUCTION]

519. SUNDERLAND TORTOISESHELL MARINE PITCHER. Oviform, with finely mottled deep ivory ground, loop handle and straight neck mottled in old red tortoiseshell. Obverse with colored transfer "Northumberland Life Boat," front with wreathed verse on "Trust," reverse with packet ship near landing stage. *Height, 8½ inches.* *Eighteenth Century*
520. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Oviform, with loop handle and straight neck in tortoiseshell pink lustre. Decorated with medallioned colored transfers; the front with ship in full sail; obverse with view of the Iron Bridge Over The Wear; reverse with verse, "Glide On My Bark . . . Her Countless Gems To Deck The Wave." *Height, 8½ inches.*
521. LOWESTOFT MUG DECORATED WITH ADMIRAL LORD RODNEY'S COAT-OF-ARMS. Circular straight-sided cup with loop handle. Decorated at front with brilliant Coat-of-Arms of Admiral Lord Rodney. *Height, 5 inches.*  
RARE.
522. LOWESTOFT MARINE BOWL. Large flaring bowl on short foot. Decorated on outer body and inner lip with grape and leaf border. Inscription in gilt, "Captain Rowland Twaddell the Resolution." *Diameter, 11½ inches.* *Eighteenth Century*  
A RARE AND PERFECT SPECIMEN of an Eighteenth Century Lowestoft presentation bowl.
523. LOWESTOFT PLATE WITH MARINE DECORATION. Small deep plate, with medallion at center, in color, of a Frigate in a harbor. Outer rose border, with curious raised leaf and flower scrolled inner border. *Diameter, 6 inches.* *Eighteenth Century*
524. TWO LOWESTOFT TEA CUPS AND SAUCERS WITH MARINE DECORATIONS. Large center medallion in brilliant colors of a Chinese Village and ships at anchor. Together, 2 pieces. *Eighteenth Century*

525. LOWESTOFT MUG WITH AMERICAN MARINE DECORATION. Cylindrical body with intertwined strap handles, terminating in leaf motif at body. Front with large medallion of an American Frigate partly in sail. Medallion worked in clear sharp colors, showing the Frigate flying blue flags and pennants, punctuated with gold star motifs.  
*Height, 5 inches.*

*Eighteenth Century*



[ No. 525 ]

RARE.

This extremely rare Lowestoft mug is from the American Ship *America* (3rd), and until about a year ago, was in the possession of a prominent French family of Bordeaux. The Ship *America* (3rd), was built in France and was formerly the ship *Blonde* of the French Navy. She was purchased in 1798 by the Crownin-shields of Salem.

It is supposed that the mug was presented to the Captain of the *America* in Lowestoft, England and that when the ship was sold back to the French Navy in 1802, the entire furnishings were included.

The arrangement of the flag, that is, a blue field with gilt stars is of particular historic interest and the large medallion of the ship is a portrait of the *America* (3rd).

[SEE REPRODUCTION]

526. LOWESTOFT MARINE TEAPOT. Bulbous body with loop handle, fitted with cover with fruit knob handle. Decorated at both sides with large medallions in colors of a Frigate under sail. RARE. *Length, 9 inches.*

*Eighteenth Century*

527. LOWESTOFT MARINE BOWL. Deep flaring body on short foot. Inner bowl with draped diapered border, the outer bowl with medallions of Frigate in sail. *Diameter, 9 inches.* RARE.

*Eighteenth Century*

528. LOWESTOFT MARINE BOWL. Deep flaring body on short foot. Decorated with large medallions of Frigate in sail, firing salute. The decorations in brilliant colors. (Slight restoration.) RARE. *Diameter, 10 inches.*  
*Eighteenth Century*
529. EARLY BRISTOL GLASS MILK BOWL WITH MARINE DECORATION. Flaring bowl on short standard. Decorated with gilt bandings and scrollings and with colored medallion of ships under sail. *Diameter, 11 inches.*
530. LOWESTOFT MARINE BOWL. Deep flaring bowl, with inner bowl decorated with draped floral design. The outer bowl with large medallion in brilliant colors of a Frigate in full sail. (Slight repair.) RARE. *Diameter, 10½ inches.*  
*Eighteenth Century*
531. LOWESTOFT MARINE BOWL. Deep flaring bowl with short foot. Decorated on interior with draped garlanded motif. Outer bowl with fleet of Men-of-War in full sail in a deep green sea. (Slight restoration.) RARE. *Diameter, 11 inches.*  
*Eighteenth Century*
532. LOWESTOFT PLATES WITH MARINE DECORATION. Shaped circular plate bordered with blue and gilt. Central medallions, one with American Ship, the other with English Ship, both under sail. Decorated at border with Coronet and Coat-of-Arms with monogram. Together, 2 pieces. *Diameter, 9½ inches.*  
*Eighteenth Century*
533. TWO LOWESTOFT PLATES WITH MARINE DECORATION. Shaped circular plate bordered with blue and gilt. Central medallions, one with American Ship, the other with English Ship, both under sail. Decorated at border with Coronet and Coat-of-Arms with monogram. Together, 2 pieces. *Diameter, 9½ inches.*  
*Eighteenth Century*

534. TWO LOWESTOFT PLATES WITH MARINE DECORATIONS. Shaped circular plates bordered with blue and gilt. Central medallions, one with American Ship, the other with English Ship, both under sail. Decorated at border with Coronet and Coat-of-Arms with monogram. Together, 2 pieces. *Diameter, 9½ inches.*

*Eighteenth Century*

535. LOWESTOFT MARINE BOWL. Deep flaring bowl, decorated with medallion of Sailor taking leave of his Sweetheart, with a Frigate in the offing. Reverse: the Sailor's return, showing the poor Sailor Lad dressed in silks depositing gold in the lap of his Sweetheart. RARE. *Diameter, 8 inches.* *Eighteenth Century*

536. EARLY STAFFORDSHIRE HISTORIC NAVAL DISH. Shell shape, decorated with salmon pink border bearing series of black husk. Center with black transfer of sea battle between *Chesapeake* and *Shannon*. *Diameter, 8 inches.*

537. TWO STAFFORDSHIRE MARINE PLATES. Black rimmed marly; the center displaying outward bound Frigate partially reefed and firing signal gun. Together, 2 pieces. *Diameter, 10½ inches.* *Eighteenth Century*

IN FINE CONDITION.

538. EARLY ANGLO-AMERICAN LIVERPOOL MARINE PITCHER. Ovoid, with spout and loop handle; printed in black transfer on a variable glaze; with a funeral eulogy to Washington, and view depicting the building of ships for the United States, with poetical stanza. *Height, 9½ inches.*

539. THREE LIVERPOOL MARINE PLATES. Slightly curved marly with black rims. Center with partially reefed Frigate in black transfer. Together, 3 pieces. *Diameter, 10 inches.* *Eighteenth Century*

FINE CONDITION.

540. EARLY PRINTED ANGLO-STAFFORDSHIRE INDEPENDENCE PITCHER. Globular with cylindrical neck and loop handle; printed in black with two emblems of "Peace, Plenty and Independence," surmounted by the American eagle, flag, etc. Brownish white glaze. *Height, 9 inches.*
541. Two STAFFORDSHIRE MARINE SOUP PLATES. Slightly scalloped marly with black rims. Center with black transfer of sailing ship firing signal gun. Captioned, "East Indiaman Sailing From The Downs." Together, 2 pieces. *Diameter, 9 $\frac{3}{4}$  inches.* *Eighteenth Century*  
FINE CONDITION.
542. STAFFORDSHIRE MARINE DECORATED MUG. Circular straight-sided body with loop handle. Decorated with gilded ships in full sail on light blue ground. *Height, 4 inches.* *Eighteenth Century*
543. EARLY ANGLO-AMERICAN LIVERPOOL MARINE TAVERN PITCHER. Ovoid, with spout and loop handle; printed in black with a medallion comprising a portrait of Washington, and representations of Liberty and Justice, with an emblematical border representing the Original Thirteen States; view of a Frigate flying the United States Flag, on a green sea; and with a toast to the American Navy. (Repaired.) *Height, 11 $\frac{1}{4}$  inches.*
544. Two YELLOW STAFFORDSHIRE LUSTRE MARINE PLAQUES. A square plaque with outer border in yellow lustre and bas relief design of leaf motifs. Center circular medallion in colors of a Frigate in full sail. Together, 2 pieces. *Length, 8 $\frac{1}{2}$  inches.*
545. FOUR STAFFORDSHIRE MARINE PLATES. Slightly scalloped marly with black rims. Center with black transfer of sailing ship firing signal gun. Captioned, "East Indiaman Taking Pilot on Board." Together, 4 pieces. *Diameter, 10 $\frac{1}{2}$  inches.* *Eighteenth Century*  
VERY FINE CONDITION.

546. EARLY ANGLO-AMERICAN LIVERPOOL WASHINGTON PITCHER. Ovoid, with spout and loop handle; printed in black, with "Peace, Plenty and Independence" emblem; medallion with portrait of Washington, and representations of Liberty and Justice, with emblematical border representing the Original Thirteen States; emblem of the American eagle. *Height, 8½ inches.*
547. EARLY ANGLO-AMERICAN LIVERPOOL INDEPENDENCE PITCHER. Ovoid, with spout and loop handle; printed in black with a patriotic stanza and liberty emblems; emblematical medallion with map of the Original Thirteen States, portraits of Washington walking with Liberty, and of Franklin with the Goddess of War. (Repaired, and chipped.) *Height, 9½ inches.*
548. NINE STAFFORDSHIRE MARINE PLATES. Slightly scalloped marly with black rims. Center with black transfer of sailing ship firing signal gun. Captioned: "East Indian Sailing From The Downs." Together, 9 pieces. *Diameter, 10¼ inches.* *Eighteenth Century*  
VERY FINE CONDITION.
549. BLUE AND WHITE STAFFORDSHIRE NELSON PITCHER. Bulbous body with shaped strap handle. Oval medallion portrait of Lord Nelson, surrounded by "England Expects Every Man To Do His Duty." Reverse, the *Victory* in action. On front, full title and rank of Lord Nelson. *Height, 5½ inches.*
550. THREE STAFFORDSHIRE TRAYS WITH MARINE DECORATIONS. Oval trays with pierced lip and husked motif, in crimson. Center with ship medallion and date 1778. Together, 3 pieces. *Length, 7½ inches.* *Eighteenth Century*
551. THREE STAFFORDSHIRE DISHES WITH MARINE DECORATION. Similar to preceding. Together, 3 pieces. *Length, 8 inches.* *Eighteenth Century*

552. EARLY PRINTED STAFFORDSHIRE HARVEST PITCHER. Ovoid, with spout and loop handle; printed in black with FARMERS' ARMS, "In God Our Trust," and a medallion of a countryman drinking. (Kiln crack, and slight chips.) *Height, 7½ inches.*
553. EARLY ANGLO-AMERICAN LIVERPOOL WASHINGTON PITCHER. Ovoid, with spout and loop handle; printed in white with a funeral eulogy to Washington, and a "Peace, Plenty and Independence" emblem. (Slightly chipped.) *Height, 9 inches.*
554. SIX STAFFORDSHIRE CREAMWARE MARINE PLATES. Scrolled black bordered marly. Center enriched with black transfer with scene of Liverpool Dock with ship unloading and other ships in offing. Together, 6 pieces. *Diameter, 10 inches.*      *Eighteenth Century*  
IN FINE CONDITION.
555. Two STAFFORDSHIRE CREAMWARE MARINE PLATES. Marly with black border, center with partially reefed Frigate. One captioned, "Trienj'e B. Brunius, May 1800," the other, "Albert W. Brugman" and same date. Together, 2 pieces. *Diameter, 9½ inches.*  
Dated 1800  
FINE CONDITION.
556. EARLY ANGLO-AMERICAN LIVERPOOL MARINE AND MEMORIAL PITCHER. Ovoid, with spout and handle; printed in sepia, with a memorial emblem of the death of Washington, also view of a United States war vessel under sail. *Height, 9½ inches.*
557. THREE EARLY LIVERPOOL MARINE PLATES. Slightly shaped marly with black borders, displaying early steamship with sails set. Together, 3 pieces. *Diameter, 9 inches.*  
Interesting types. In very fine condition.

558. LIVERPOOL MARINE PLATE. Marly enriched with black transfers "Groups of Birds." Center with Spanish Ship outward bound from Swansea, hull colored yellow, flying the Spanish flag. *Diameter, 9 $\frac{1}{8}$  inches.*

*Eighteenth Century*

RARE.

559. EARLY ANGLO-AMERICAN LIVERPOOL WASHINGTON PITCHER. Cylindrical, loop handle and fluted base; printed with an oval transfer medallion of Washington after the Stuart portrait. Impressed mark "Herculanum." *Height, 5 $\frac{3}{4}$  inches.*

560. EARLY ANGLO-AMERICAN WAR OF 1812 MARINE PITCHER. Globular-ovoid, with cylindrical neck and loop handle; printed in black with a frigate and bust portraits of Commodore Perry and General Andrew Jackson. *Height, 7 $\frac{1}{2}$  inches.*

561. FOUR WEDGWOOD CREAMWARE MARINE PLATES. Flaring marly with brown rim; decorated with leaf molded elongated octagonal medallion occupied by Fishing Smack off Lowestoft. Together, 4 pieces. *Diameter, 9 $\frac{1}{8}$  inches.*

*Eighteenth Century*

VERY FINE CONDITION.

562. SIX STAFFORDSHIRE CREAMWARE MARINE SOUP PLATES. Scroll-lobed borders with black rim. Decorated in black transfers of a ship in full sail. Mark impressed: eight point star. Together, 6 pieces. *Diameter, 9 $\frac{1}{8}$  inches.*

*Eighteenth Century*

563. MARINE JUBILEE LIVERPOOL PITCHER. Barrel shape with loop handle. Decorated with black bandings and transfers of partially reefed three-master and view of statue of George III captioned, "Let the Prisoners Go Free. Give God Praise Jubilee 25 October 1807." Above is an inscribed scroll held by Britannia and symbolic figure of Faith and G. R. III. Front with owner's name, "Daniel Pitton." *Height, 6 $\frac{1}{2}$  inches.*

1809

564. EARLY ANGLO-AMERICAN LIVERPOOL INDEPENDENCE PITCHER. Ovoidal, with spout and loop handle; printed in black with a "Peace, Plenty and Independence" emblematic group, and view of a fox hunt. Brownish white glaze. *Height, 8 3/4 inches.*
565. EARLY STAFFORDSHIRE MARINE LOVING CUP. Cylindrical, with finely molded foot and two leaf scrolled handles. Enriched in black transfers with floral scrolled bandings and subjects: "Britannia" trading with American Indian, a ship in distance captioned, "Whitehaven, Free Trade With All the World"; reverse, Port of Whitehaven with shipping at anchor, captioned, "Present from Manufacturers in Exchange for Corn." *Height, 5 3/4 inches.*
- RARE.
566. AMERICAN INDEPENDENCE AND MARINE LIVERPOOL PITCHER. Barrel shape with loop handle. Enriched in gray black transfers with medallion, inscribed, "Peace, Plenty and Independence," surmounted by trophy and American Eagle and flanked by figures of Pomona; the front with compass inscribed, "Come Box the Compass," reverse with American Frigate in full sail flying American flag. *Height, 9 inches. Eighteenth Century*
567. LIVERPOOL MARINE PITCHER. Barrel shape with loop handle. Decorated in black transfer with Frigate partially reefed, sailor with quadrant and scene of sailors hauling in lines, a coat-of-arms and motto: "Behold Our Support." *Height, 9 inches. Eighteenth Century*
- IN EXCEEDINGLY FINE CONDITION.
568. LIVERPOOL MARINE BOWL. Small flaring bowl, with interior decoration in black, entitled "Poor Jack" (The Sailor's Farewell). Outer bowl with sailors shooting the sun and casting the lead, and verse. *Diameter, 5 inches. Eighteenth Century*

## ANGLO-AMERICAN WEDGWOOD AND LIVER- POOL WARE—MARINE DECORATIONS

*Numbers 569 to 593 Inclusive*



The potters of the 18th Century Liverpool and Staffordshire ware, were progressive and competition for trade by Wedgwood, Moore and others was extremely keen. They soon realized that the Ship Master and the American Public as a whole, were very proud of their Ships and Navy. The artists of the period made drawings of the American Frigates and Packet Ships which were made into transfers which in turn were used in decorating entire China services for sale to the American Ship Masters. Some of these services were brought home and preserved, but the majority were destroyed by hard usage aboard ship. Wedgwood Creamware and Liverpool with American Ship decorations are now extremely rare.

569. WEDGWOOD TABLE COMPOTE WITH AMERICAN FRIGATE DECORATION. Oval deep basket with loop handle. The decorations matching the preceding lot. RARE. *Length, 6 inches.*
570. LARGE WEDGWOOD TUREEN WITH COVER HAVING AMERICAN FRIGATE DECORATION. Oval deep dish with side shell handles and set on short standard. Fitted with cover with floral knob handle. Decoration matching the preceding lot. *Height, 11; length, 14 inches.*
571. LARGE WEDGWOOD TUREEN WITH COVER HAVING AMERICAN FRIGATE DECORATION. Similar to preceding. *Height, 10; length, 13½ inches.*
572. CREAMWARE PLATE WITH AMERICAN MARINE DECORATION. Circular plate with large central medallion of an American ship flying the U. S. flag. The medallion in colors. Outer border of English pheasant motif. RARE. *Diameter, 10 inches.*



[ No. 573 ]



[ No. 574 ]



[ No. 575 ]

573. TWELVE WEDGWOOD DINNER PLATES, WITH AMERICAN SHIP DECORATIONS. Circular dinner plates with scalloped lip. Decorated at center with large medallion of an American ship under full canvas. The ship is shown broadside, flying the American flag and sailing to the left. Together, 12 pieces. *Diameter, 9½ inches.*

VERY RARE SET.

[SEE REPRODUCTION]

574. ELEVEN WEDGWOOD PLATES, WITH AMERICAN SHIP DECORATIONS. Circular dinner plates with scalloped leaf lip. Decorated with large central transfer medallion in black of an American Ship in full sail displaying a stern view with the ship before the wind and flying the American flag. *Diameter, 10 inches.*

[SEE REPRODUCTION]

575. SEVEN WEDGWOOD PLATES, WITH AMERICAN MAN-OF-WAR DECORATION. Circular dinner plates with scalloped leaf lip. Decorated with large center medallion in black and green transfer of John Paul Jones' famous *Bon Homme Richard*. The Man-of-War is shown broadside on with all sails set, flying the American flag. Together, 7 pieces. *Diameter, 10 inches.*

[SEE REPRODUCTION]



[ No. 576 ]



[ No. 577 ]

576. ANGLO-AMERICAN WEDGWOOD MARINE PLATE. Circular plate, center medallion of an American frigate in full sail flying the American flag; nautical emblems incorporated in the lower part of the medallion. Lip with six miniatures, comprising, ship, gun, fish, buoy, anchor and cannon-balls. *Diameter, 7 inches.*

*Eighteenth Century*

[SEE REPRODUCTION]

577. ANGLO-AMERICAN WEDGWOOD MARINE PLATTER. Triangular dish with center medallion of an American frigate in full sail flying the American flag; nautical emblems incorporated in the lower part of the medallion. (Several original fire cracks.) *Diameter, 13½ inches.*

*Eighteenth Century*

[SEE REPRODUCTION]

578. ANGLO-AMERICAN WEDGWOOD MARINE PLATTER. Triangular dish with center medallion of an American frigate in full sail flying the American flag; nautical emblems incorporated in the lower part of the medallion. *Diameter, 13½ inches.*

*Eighteenth Century*



[ No. 579 ]



[ No. 580 ]

579. ANGLO-AMERICAN WEDGWOOD MARINE DEEP DISH. Circular deep dish, center medallion of an American frigate in full sail flying the American flag; nautical emblems incorporated in the lower part of the medallion. Lip with six miniatures, comprising, ship, gun, fish, buoy, anchor and cannon-balls. *Diameter, 16½ inches.*  
*Eighteenth Century*

[SEE REPRODUCTION]

580. FOUR WEDGWOOD PLATES WITH UNITED STATES COAT-OF-ARMS. Circular plates with scalloped leaf border, decorated at center with black transfer of American Spread Eagle and Shield, surmounted by fifteen State Stars. *Diameter, 10 inches.*  
*Eighteenth Century*

[SEE REPRODUCTION]

581. ANGLO-AMERICAN WEDGWOOD MARINE DISH. Oval dish with center medallion of an American frigate in full sail flying the American flag; nautical emblems incorporated in the lower part of the medallion. Lip with six miniatures, comprising, ship, gun, fish, buoy, anchor and cannon-balls. (Two cracks.) *Length, 13½ inches.*  
*Eighteenth Century*



[ No. 582 ]



[ No. 583 ]

582. WEDGWOOD AMERICAN MARINE DECORATED PLATE. Circular flat plate with center large medallion of an American Frigate in full sail with flag flying. Outer border in color, of repeated acorn and leaf motif. *Diameter, 8 inches.* *Eighteenth Century*

RARE.

[SEE REPRODUCTION]

583. WEDGWOOD BASKET AND TRAY WITH AMERICAN SHIP DECORATION. Oval tray with pierced border, and graceful basket having pierced body and intertwined handles. Both pieces decorated with black transfers of American Ships in full sail. Together, 2 pieces. *Length, 11 inches.*

RARE.

[SEE REPRODUCTION OF TRAY]

584. ANGLO-AMERICAN WEDGWOOD MARINE PLATE. Circular plate, center medallion of an American frigate in full sail flying the American flag; nautical emblems incorporated in the lower part of the medallion. Lip with six miniatures, comprising, ship, gun, fish, buoy, anchor and cannon-balls. *Diameter, 8 1/4 inches.* *Eighteenth Century*



[ No. 585—OUTSIDE ]

[ No. 585—INSIDE ]

585. ANGLO-AMERICAN MARINE DECORATED PUNCH BOWL.

By Moore & Co. Deep flaring circular bowl. Interior decorated with large transfer medallion of an American Frigate in full sail; below, cannon, flags, anchors and other marine trophies. The outer bowl, with oval medallion of George Washington after the Stuart portrait; reverse, Martha Washington. Both portraits flanked with transfers of American Eagle and Shield, surmounted by State Stars. Diameter,  $14\frac{1}{2}$  inches.

*Eighteenth Century*

IMPORTANT PIECE.

As far as can be ascertained, this bowl, as well as the decoration, is a unique specimen of the English potter's art of the Eighteenth Century. Moore & Co. were well known Staffordshire potters of that period and are recorded as one company of several that were brought to task in the English Courts by Josiah Wedgwood for infringement of his patent rights in the Wedgwood Pottery.

[SEE REPRODUCTIONS]

586. CREAM WARE TEAPOT. Globular shaped body with loop handle and pouring spout, fitted with domed cover, having knobbed handle. The front decorated with medallion printed in black of the U. S. Frigate *Constitution*; reverse, Spread Eagle with Shield and thirteen stars. Height,  $6\frac{1}{2}$  inches. *Eighteenth Century*

[SEE REPRODUCTION]



[ No. 586 ]



[ No. 587 ]



[ No. 588 ]

587. WEDGWOOD HISTORIC WATER BOTTLE. Bulbous body with short neck and flaring lip, decorated at front with oval medallion of "Benjamin Franklin," reverse, "Thomas Jefferson," both flanked by American Spread Eagle and Shield, surmounted by thirteen stars. Transfers in black on fine cream paste. *Height, 9 $\frac{1}{4}$  inches.* *Eighteenth Century*

UNIQUE.

[SEE REPRODUCTION]

588. WEDGWOOD SYRUP JUG WITH MARINE DECORATION. Pear-shaped body, with intertwined strap handle and short foot, decorated on obverse and reverse with medallion in black of the Frigate *Constitution* flying the American Flag. Front with Spread Eagle and Shield and thirteen stars. *Height, 7 inches.* *Eighteenth Century*

[SEE REPRODUCTION]

589. LARGE WEDGWOOD DEEP VEGETABLE DISH WITH AMERICAN FRIGATE DECORATION. Matching the preceding lot. *Length, 19 inches.*



[ No. 590 ]

590. ANGLO-AMERICAN LIVERPOOL MUG. Cylindrical body with shaped flat handle. Decorated with an American Frigate in full sail worked in colors. Reverse, inscribed, "Robt. H. Wilson, 1784, Boston." (Slight fire crack at lip.) *Height, 6 inches.* *Eighteenth Century*

A VERY RARE SPECIMEN, evidently having been made for Captain Wilson in the Liverpool potteries. UNIQUE AND IMPORTANT.

[SEE REPRODUCTIONS]

591. LARGE WEDGWOOD PLATTER WITH AMERICAN FRIGATE DECORATION. Large oblong oval platter with deep well, decorated with an American Frigate before the wind. The decoration in black and green. The Frigate flies the United States flag, and below are naval and marine trophies. *Length, 17½ inches.*

592. TWO SHELL-SHAPED WEDGWOOD COMPOTES WITH AMERICAN FRIGATE DECORATIONS. Generous deep Nautilus shell shaped bodies on short standards. Decorations matching the preceding lot. VERY RARE. *Height, 9½ inches.*

593. EARLY ANGLO-AMERICAN LIVERPOOL MARINE PITCHER. Ovoid, printed in black transfer, with Shipwright's Arms, sailing ship *Caroline* flying American flag, U. S. armorial emblem, and name, *James Leech* inscribed within a wreath. Creamy glaze. (Chipped.) *Height, 9½ inches.*
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594. NELSON COMMEMORATIVE STAFFORDSHIRE PITCHER. Bulbous body, with straight neck and loop handle. Decorated in brown transfers with festooned trophies, at neck, medallioned bust of Nelson with mottoes; front, with trophy and inscription, "Horatio Lord Nelson" and his titles; reverse with Ship of the Line *Victory* firing broadside. *Height, 7 inches.* 1806

595. Two EARLY PRINTED MASONIC PITCHERS. Ovoid, with spouts and loop handles (one handle broken); printed with a *memento mori* of Masonic emblems on each and emblem of Commerce and a Masonic stanza. *Height, 10¼ and 10¾ inches.*

596. FINE LIVERPOOL MARINE PITCHER. Unusually graceful, pear-shape outcurving at foot; with loop handle. Decorated in black transfers with marine subjects, "Susan's Farewell," "Adieu she cry'd and waved her Lily Hand;" a fleet of vessels in the offing; reverse with partially reefed frigate at sea. *Height, 9¾ inches.*

*Eighteenth Century*

FINE CONDITION.

597. SUNDERLAND TORTOISESHELL PINK LUSTRE MARINE PITCHER. Inverted pear shape, with straight collar and molded loop handle. Finely decorated in pink lustre at collar and oval medallions which are occupied by black transfers of Frigate in full sail and wreathed verse entitled, "The Sailor's Tear." *Height, 5¾ inches.*

*Eighteenth Century*

IN VERY BEAUTIFUL, BRILLIANT CONDITION.

598. TWO EARLY SUNDERLAND LAVENDER LUSTRE MARINE PLAQUES. Molded oblong borders with raised leaf and scroll edges variously in lavender and copper lustre. Subjects in black transfers; Frigate in full sail and "Sailor's Farewell" in colors. Together, 2 pieces. *Height, 7½-8½; length, 8½-9¼ inches.*
599. TWO EARLY SUNDERLAND LAVENDER AND COPPER LUSTRE PLAQUES. By Dixon. Molded oblong borders of tortoiseshell lavender lustre with scrolled rimming in copperish deep purple. Displaying in colored transfers, in one, the famous *Great Eastern* Steamship in full sail. The other with Frigate, captioned "May Peace and Plenty—Bless the British Isles." (Fire Cracked.) Together, 2 pieces. *Height, 8¼; length, 9¼ inches.*
600. BRISTOL CHINA MARINE DECORATED PATCH BOX. Circular flat dish with cover, decorated in color with a ship in full sail. *Diameter, 3½ inches.*
601. BRISTOL CHINA MARINE DECORATED PATCH BOX. Circular flat dish with cover decorated in color with ship in full sail. *Diameter, 3½ inches.*
602. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Decorated in black transfer with a stanza of verse and a drawing of the 74-gun frigate *Northumberland*; reserved on a white glaze and surrounded by washes of pink lustre. *Height, 7 inches.* *Circa 1800*
603. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Decorated in black transfer with a view of the cast-iron bridge over the Wear, 1796, and a stanza of verse; reserved on a white glaze, amid washes of pink lustre. Probably made by J. Phillips at North Hylton. *Height, 5 inches.* *Circa 1800*

604. EARLY SUNDERLAND PINK LUSTRE MARINE PUNCH BOWL, WITH TRANSFER DECORATIONS. Decorated in colored transfer with the Sailor's Token and two stanzas of verse; the inside with the Sailors Return and an escutcheon; cavetto printed with an allegorical design representing the month of April. Enriched with splashes of pink lustre. (With a kiln crack.) *Diameter, 9½ inches.* *Circa 1800*
605. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Globular body, printed in black with Mariner's Arms, and two nautical stanzas of verse enclosed in floral wreaths; the rim and body with washes of pink lustre; fluted spout. *Height, 9¼ inches.* *North Hylton, circa 1800*
606. EARLY SUNDERLAND PINK LUSTRE MARINE JUG. Globular ovoid body. Printed in black with Mariner's Arms, and poetical stanza within wreaths of pink lustre. Opaque white glaze. *Height, 5½ inches.*
607. EARLY STAFFORDSHIRE ORANGE LUSTRE MARINE PITCHER. Inverted pyriform, with view of the clipper ship *Gauntlet*, and a stanza of Masonic verse encircled by wreaths of orange glaze. (Chipped at spout, crack near handle.) *Height, 6¼ inches.*
608. EARLY PRINTED STAFFORDSHIRE MARINE PITCHER. Ovoid body with emblematic medallion of Faith and Hope with accompanying stanza, and marine vignette with figures of children entitled "Young Sailors." Printed in sepia. *Height, 7½ inches.*
609. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Inverted pear-shaped body, printed in colors and black, with a medallion of the Wear Bridge, the Sailor's Farewell, and patriotic verse; the rim and body with washes of pink lustre. (Base chipped.) *Height, 7¾ inches.* *North Hylton, circa 1800*

610. EARLY SUNDERLAND PINK LUSTRE MARINE PUNCH BOWL, WITH TRANSFER DECORATION. Decorated in black transfer with a frigate and two stanzas of verse; the inside with the Sailor's Farewell, Naval Insignia, and a stanza, reserved between washes of pink lustre. Cavetto printed with the Mariner's Compass. Potted at North Hylton. *Diameter, 10½ inches. Circa 1800*

611. SUNDERLAND LAVENDER LUSTRE MARINE PITCHER. Bulbous body with straight neck and loop handle. Decorated with fine tortoiseshell lustre on neck and medallioned body. Subjects, "The Mariner's Compass," flanked by flags, Britannia and a Sailor; reverse with wreathed verse, "Thou Noble Bark . . . And Welcome To Her Shore." *Height, 6 inches.*

*Eighteenth Century*

FINE CONDITION.

612. LAVENDER LUSTRE MARINE PITCHER. Oviform, with molded loop handle, straight collar and black frog in full relief in interior. Enriched with lavender lustre bandings and splashings. Obverse with colored transfer; French and British Soldiers with clasped hands and carrying the flags of their countries; captioned, "May They Ever Be United;" reverse, with medallioned heads of Queen Victoria and the French Emperor, before military trophies. *Height, 7½ inches.*

FINE CONDITION.

613. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Oviform, with molded foot, straight collar and loop handle. Decorated in lustre with bandings and splashings. Obverse, with colored transfer displaying group and verse entitled the "Sailor's Farewell;" front with wreathed verse, "Women Make Men Love, Love Makes Them Sad, Sadness Makes Them Drink, And Drinking Sets Them Mad." Reverse with view of the Iron Bridge over the Wear. *Height, 7½ inches.*

Good condition.

614. SUNDERLAND LAVENDER LUSTRE MARINE BOWL. Deep bowl with outcurved foot. Decorated with bandings and splashings of lustre, the interior with view of Iron Bridge over Wear; exterior with colored transfers of Mariner's Compass, flanked by ships and wreathed verse, "The Sailor's Tear." *Diameter, 4 $\frac{3}{4}$  inches.*

*Eighteenth Century*

615. EARLY STAFFORDSHIRE YELLOW LUSTRE TRICK MARINE MUG. Cylindrical, with molded foot, loop handle and yellow frog in full relief at bottom of interior. Decorated with oval medallion and foot banding of warm yellow lustre depicting an early steam Frigate in full sail, and verse "Far from home . . . and I'll Remember You." *Height, 4 $\frac{1}{2}$  inches.*

616. SUNDERLAND LAVENDER LUSTRE MARINE MUG. Cylindrical, with loop handle, molded mouth and foot. Enriched with bandings and splashes of fine lavender lustre and colored transfer, depicting "A Mariner's Compass", and so captioned; flanked by two Frigates. *Height, 4 $\frac{3}{4}$  inches.*

*Eighteenth Century*

Very fine condition.

617. STAFFORDSHIRE MARINE YELLOW LUSTRE JUG. Oviform, with leaf and loop handle and collar having series of raised floral oval medallions. Body with relief subjects above gadroonings; "The Sailor's Farewell" and Britannia laureating a ship. Decorated in blue, yellow, and sage green. *Height, 4 $\frac{3}{4}$  inches.* *Eighteenth Century*

618. EARLY SUNDERLAND TORTOISESHELL PINK LUSTRE MARINE PITCHER. Oviform, with molded loop handle; straight collar, floral motif and two oval medallions of very rich pink tortoiseshell pink lustre. Decorated in black transfers with view of Iron Bridge over Wear, and verse "Thou Noble Bark of Brightest Fame . . . and Welcome to Her Shore." *Height, 5 $\frac{1}{2}$  inches.*

619. CRIMEAN COMMEMORATIVE SUNDERLAND PINK LUSTRE PITCHER. Oviform, with straight collar and molded loop handle. Decorated in lustre bands and mottled grounds. Obverse with colored transfer Coat-of-Arms, with medallioned heads of the Emperor of the French and Queen Victoria. Reverse, with medallioned view of the Iron Bridge over the Wear. *Height, 7½ inches*

620. EARLY SUNDERLAND PINK LUSTRE MARINE PITCHER. Broad oviform, with slightly curved collar and loop handle. Enriched with lustre on collar and ground splashings; obverse, with colored transfer, "The Great Australian Clipper Ship;" front with wreathed verse on "Love"; reverse with "The Mariner's Arms," having Sailors as supporters and Frigate as crest, and ship, "The Unfortunate London." *Height, 9 inches.*

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### RARE EARLY GLASSWARE WITH MARINE DECORATIONS

*Numbers 621 to 625, Inclusive*

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621. TWO GLASS PAPER WEIGHTS WITH MARINE DECORATIONS. Circular bun-shaped, with Men-of-War paintings at base. Together, 2 pieces. *Eighteenth Century*

622. DUTCH MARINE GOBLET. Bell shaped body on turned standard and dish base. Cut in the best manner of the early eighteenth century, with edifice, and a ship in full sail, and inscribed: "T. Wel Vaaren Van Deezen Huyse." *Height, 9 inches. Early Eighteenth Century*

VERY RARE.

623. DUTCH MARINE GOBLET. Flaring cup with balusted shaft and dish base. Cut with early caravel sailing to right. Inscribed: "Onse Behouwe Reys." *Height, 6½ inches.* *Early Eighteenth Century*
624. DUTCH MARINE GOBLET. Flaring cup with balusted shaft and dish base. Cut with early caravel sailing to the right. Inscribed: "Onse Behouwe Reys." *Height, 6½ inches.* *Early Eighteenth Century*
625. DUTCH MARINE GOBLET. Flaring cup with balusted shaft and dish base. Cut with early caravel sailing to the left. Inscribed: "De Vreye See Vaardt." *Height, 6½ inches.* *Early Eighteenth Century*

•3———v.

## MARINE PRINTS AND WATERCOLORS

FINE EIGHTEENTH CENTURY COLORED PRINTS  
AND ORIGINAL WATERCOLORS OF SHIPS AND  
SHIPPING

*Numbers 626 to 678, Inclusive*

•3———v.

626. THE ACTION BETWEEN THE "CHESAPEAKE" AND "SHANNON." *Aquatint in Colors.* Engraved by Jukes after the painting by Whitecombe. Good impression, trimmed to engraved surface. Antique gilt frame.
627. AMERICAN SAILING VESSELS. Pair: "Outward Bound" and "Homeward Bound." *Colored lithographs.* Lith. of B. W. Kellogg & Co., Hartford, Conn. Together, 2 pieces. Measurements of each: *Height, 9; length, 12 inches.* (One print has repair in plate.) In uniform black frames.

628. AMERICAN SNOW SHIP. View of the snow Ann Alexander of New Bedford entering a foreign harbor, in full sail; American flag flying, April 1807. *Photostat COLORED BY HAND.* Height, 13; length, 18 inches. In mahogany frame, glazed.
629. ANCIEN PORT DE MESSINE. COLORED *engraving*. Cl. Lorrain, p, J. P. le Bas, sc. Paris, no date. Height, 17 $\frac{3}{4}$ ; length, 23 $\frac{3}{4}$  inches. Matted.  
The original was painted for Pope Urban VIII, 1669.
630. ANNAPOLIS ROYAL. *Map.* With insert view of Guliver's Hole. Published by I. F. W. Desbarres, April 9, 1776. Height, 28 $\frac{1}{2}$ ; length, 41 $\frac{3}{8}$  inches. (Repaired at back.)
631. THE BATTLE ON LAKE ERIE (Fought Sept. 10th, 1813. First view). *Engraving, COLORED.* Engraved by Murray, Draper, and Fairman & Co.; Drawn by Sully & Kearney,—Published by W. Smith, Phila. Proof, with inscription. Framed.
632. BATTLE OF THE NILE 1798. A Squadron under Sail form a Line of Battle. COLORED *mezzotint*. T. Burford, fecit. Height, 10; length, 14 inches. Matted.
633. HOLLAR (WENZEL). "Captain Kempthorn's Engagement, in the 'Mary Rose' with seven Algier Men of War." December 9, 1669. *Etching, COLORED.* Height, 9; length, 15 $\frac{1}{2}$  inches. Framed. English, 1669  
A VERY RARE AND EARLY ENGLISH NAVAL PRINT by one of the masters of etching. Hollar was on board the *Mary Rose* during the action. Below the view is printed a broadside account of the engagement in the form of a letter from Captain Kempthorne dated, December 30, 1669. The *Mary Rose* of 48 guns, Capt. Kempthorne, while in the Strait of Gibraltar fought a gallant action with seven Algerine pirates. The enemy attacked with great fury and boarded the English vessel, but after four hours conflict all were beaten off and the convoy which Kempthorne had in charge was saved. The *Mary Rose* lost twelve men, killed, and eighteen, wounded. Captain Kempthorne was knighted." PARKER, "*Naval Prints.*"

634. LUZZO (JOHN). Bark "N. C. Buchanan" Leaving Port of Venice, 1853. WATERCOLOR. Height, 12; length, 21 inches. Signed "John Luzzo of Venice." Italian, 1853

A spirited and very colorful drawing, showing the ship full-rigged leaving the port. A typical Venetian scene. A decorative and desirable picture of an early American vessel.

635. CAPTAIN WOODES ROGERS. Le Brave Roger, Captain du Corsaire, le Commandant de Dunkerque Connu par sa valeur et son intelligence dans nombre de Combats contre les Ennemis d l'état. COLORED engraving. Height, 10; width, 7 $\frac{1}{4}$  inches.

EXCEEDINGLY RARE. Portrait of Captain Woodes Rogers, full length, on deck of a vessel. Rogers rescued Alexander Selkirk, the prototype of Defoe's "Robinson Crusoe," and was famous for his suppression of piracy.

636. CAPTURE OF THE SCHOONER "BOLODORA" BY H. M. SCHOONER "PICKLE." Capture of the Two Topsail Stave Schooner *Bolodora*, by H. M. Schooner *Pickle*, Lieut. I. B. B. McHardy, on the 6th of June 1829, after a chase of Fourteen Hours and an Action of One Hour and Twenty Minutes within Pistol Shot. Mezzotint, printed IN COLORS. Painted by W. J. Huggin, Marine Painter to his Majesty. Engraved by E. Duncan. Published June 10, 1831. Height, 12 $\frac{1}{2}$ ; length, 18 inches. Matted.

A BEAUTIFUL PRINT IN PRISTINE CONDITION.

637. THE CELEBRATED CLIPPER BARK "GRAPESHOT," belonging to Geo. Law, Esq., N. Y. Lithograph by N. Currier. Not dated. Small oblong folio. Framed.

638. CHINESE WATERCOLOR DRAWING. Rodney's Victory 1740. A representation of the Naval Victory of the British fleet under the command of Admiral Rodney, over the Spaniards off Cape Vincent. Height, 6; length, 10 inches.

639. CLEVELEY (JOHN—ENGLISH, 1747–1786). Homeward Bound, Taking on a Pilot Off Beach Head. An East Indiaman making shore in the Channel with pilot boat alongside. WATERCOLOR drawing. Height, 6; length,  $9\frac{1}{8}$  inches.
640. COLORED ETCHING. By Antonio Sandi after Bellin, Ingénieur de la Marine. Stern views of a Venetian galley and a French Man-o'-War. Height,  $12\frac{1}{2}$ ; width, 8 inches.
641. CONFLAGRATION OF THE "LEXINGTON." Lithograph, IN COLOR. Lith. & Pub. by N. Currier, 2 Spruce St., N. Y. Height,  $7\frac{3}{4}$ ; length,  $12\frac{3}{8}$  inches. Framed and glazed.
642. COOKE (EDWARD WILLIAM). Original Pencil Drawing of: "A Seventy-Four Pounder Hoisting Top Sail." Height,  $5\frac{1}{2}$ ; length, 6 inches. Laid in an artistic mat, in a gilt frame and glazed.  
A FINE STUDY in pencil by this famous delineator of shipping and craft. Cooke was elected Royal Academician in 1864 and contributed many works to the British Institution. South Kensington Museum has a collection of his works in watercolor. He was a Fellow of the Royal, the Geographical, the Geological and the Linnæan Societies.  
From the Thomas Hughes collection.
643. CUTTER. View of a French Naval Cutter, and other boats. Lithograph, IN COLORS. Dessine et lith. par L. Le Breton. Height, 10; length,  $15\frac{1}{2}$  inches. Matted.
644. CUTTER GENESTA. Lithograph, IN COLORS. Published by Currier & Ives, New York, 1885. Height,  $9\frac{1}{2}$ ; length, 14 inches. Matted.  
Depicts the *Genesta* in full sail.
645. THE "GREAT EASTERN." Original wash drawing. Signed, —"Fred. S. Cozzens '78." Height, 10; width,  $9\frac{1}{2}$  inches. Matted.

646. CAMERON (J.). "Fort Sumter." *Original wash drawing in colors.* Height, 16; length, 22 inches. American, 1861

A FINE CONTEMPORARY DRAWING depicting the reduction of Fort Sumter, surrounded by gunboats and ironclads, a view of the city and the forts in the distance. The drawing represents the scene of the raising of the Union Flag after the bombardment.

Cameron is known through the colored lithographs by Currier & Ives, for which he made many of the originals.

647. FIRST FLIGHT OF THE "ARIEL." The famous airship seen in flight, flying the Union Jack over the Nile in Egypt. *Colored lithograph.* Wm. Walton, lith. Day & Haghe lith'rs to the Queen. Height, 8 $\frac{3}{4}$ ; length, 12 $\frac{1}{4}$  inches. Framed.

648. FIRST RECOGNITION OF THE AMERICAN FLAG BY A FOREIGN GOVERNMENT, in the Harbor of Quiberon, France, February 13, 1778. Salute to the U. S. Ship *Ranger* in command of John Paul Jones. *Photogravure, Hand-Colored.* After the painting by Edward Morgan, 1894. Height, 16; length, 27 $\frac{1}{2}$  inches. Matted.

649. GREAT MISSISSIPPI STEAMBOAT RACE. From New Orleans to St. Louis, July 1870. *Lithograph, in colors.* Height, 8 $\frac{1}{4}$ ; length, 12 $\frac{1}{2}$  inches.

650. GREAT MISSISSIPPI STEAMBOAT RACE. From New Orleans to St. Louis, July 1870. *Lithograph, in colors.* By Currier & Ives. New York. Height, 8 $\frac{1}{4}$ ; length, 12 $\frac{1}{2}$  inches. Framed and glazed.

Race between the *R. E. Lee*, Capt. John W. Cannon, and the *Natchez*, Capt. Leathers. Won by the *R. E. Lee*.

651. HARBOR SCENES. *Original watercolor drawings:* (1) Ships in Harbor, depicting several vessels in a harbor, including a full rigged ship, also a fishing smack hauling in net; (2) Fishing smacks in harbor. Each measures: Height, 7 $\frac{1}{2}$ ; length, 10 $\frac{1}{2}$  inches. Each matted. Together, 2 pieces.

A FINE PAIR OF ORIGINAL WATERCOLOR DRAWINGS.

652. HAWKINS (G.). The Iron Schooner, "Proto," built for the London & Liverpool Shipping Company by John Laird of Birkenhead. COLORED *lithograph*. Lithographed by Hawkins after the drawing by T. B. Horner. Height, 9½; length, 14 inches. Matted in an artistic mat, framed and glazed.

The schooner is speeding on the crest of the wave, sails out-spread, flags flying.

653. HEATH (WILLIAM). Boarding and Taking the American Ship "Chesapeake," by the Officers & Crew of H. M. Ship "Shannon," commanded by Capt. Broke, June 1813. BRILLIANTLY COLORED *aquatint*, executed by M. Dubourg after Heath. Height, 7¾; length, 11 inches. In an artistic mat, in a narrow black frame, and glazed.

A spirited scene of the struggle between the English and the Americans.

654. HIS MAJESTY'S FRIGATE "ENDYMION" IN THE GALLANT ACTION WITH THE UNITED STATES SHIP "PRESIDENT." *Aquatint, in Colors*. Drawn by an Officer of H. M. R. N. Aquatinted by Hill. Height, 14½; length, 21¾ inches. In gilt frame, glazed. (Inscription somewhat rubbed, and two creases.)

VERY RARE.

655. THE HOBBY HORSE. 1819. COLORED *aquatint*. On a winding road, a fashionable company are seen riding hobby horses, several in very grotesque position. Height, 11; length, 13½ inches. Framed.

656. HUDSON RIVER VIEW. *Tinted lithograph*. Believed to be a view along the Hudson River; depicts a village, in the foreground a farm with men working. Height, 18; length, 27 inches. In black frame, glazed.

657. PORT DE VENDRES. COLORED *engraving*. Height, 18¼; length, 28¾ inches. Matted.

658. LOCOMOTIVE ENGINE "THE ROCKET," 1830. COLORED aquatint. In the foreground is the *Rocket* being coaled for her trip; around her are a few interested spectators; in the distance a wooded Coaching Inn. *Height, 11; length, 13½ inches.* Framed.
659. THE MAMMOTH IRON STEAM-SHIP "GREAT EASTERN." Lithograph, IN COLORS. Published by Currier & Ives. New York, n. d. *Height, 7; length, 13 inches.* Matted. Depicts the *Great Eastern* with some sails flying and with smoke issuing from her funnels.
660. MERCHANT SHIPS. Lithograph by F. C. Kellogg. Not dated. Small oblong folio. Framed.
661. THE "MERCURY." Aquatint, IN COLORS. Painted by Butterworth. Engraved by Laurie. Published London, 1795. *Height, 7½; length, 10½ inches.* Matted. Depicts the *Mercury*, of 28 guns, on a starboard tack.
662. NAVAL ENGAGEMENT—1799. COLORED aquatint. *Height, 15; length, 22 inches.* Matted. VERY FINE COLORED AQUATINT, depicting British vessels in battle formation, the sails being torn by shell-fire; one vessel in flames.
663. AMERICAN. ARTIST UNKNOWN. "The Old Prison Ship Jersey." WATERCOLOR. *Height, 9¼; length, 14¾ inches.* The *Jersey* was a sixty-gun ship and was a part of Admiral Boscawen's fleet in the action off Lagos, August 18, 1759, under the command of Captain John Barker. During the American Revolution she was converted into a Prison Ship and history records that she was a scene of torture and pestilence. She was the cause of much of the hatred against the British. A famous ship.
664. THE LAUNCHING OF THE STEAM SHIP "FORTH," On May 22, 1841, in the Port of Leith. Aquatint, IN COLORS. Engraved by E. Duncan, after Carmichael. Proof with inscription. Antique gilt frame.

665. SAILING VESSELS. Representation of two American sailing vessels, painted on glass and backed with tin-foil. *Height, 4; length, 5½ inches.* In heavy gold frame. *Circa 1840*

VERY ATTRACTIVE, and a perfect example of a contemporary painting on glass.

666. SLOOP YACHT "MAYFLOWER." *Lithograph, IN COLORS.* Published by Currier & Ives, New York, 1886. *Height, 9½; length, 13¾ inches.* Matted.

Depicts the *Mayflower* in full sail.

667. STEAMBOAT. Steamboat Francis Skiddy. 1200 tons. Capt. F. W. Stone. *Tinted lithograph.* Sketched and drawn on stone by C. Parsons. Lithograph of Endicott & Co., N. Y. *Height, 21; length, 39 inches.* (Backed with linen and repaired in places. Has been varnished.) Matted.

668. STEAMSHIP. New York and Derby Steamer "Ansonia." George Deming, Master. *Original WATERCOLOR.* Executed by J. F. Huge, Bridgeport, Conn. 1850. *Height, 20; length, 31 inches.* Framed and glazed.

A VERY FINE WATERCOLOR, depicting the *Ansonia* on its way from New York to Derby, Connecticut, passing close to the shore opposite Fort Schuyler, Throggs Neck, New York.

This was the first boat to ply regularly between New York and Derby. In the margin are given the names of the officers of the boat.

669. THE STEAMSHIP "FORTH." The launching of the Steam Ship "Forth," of 1940 tons burden, on the 22nd May 1841 . . . with a View of the Port and Town of Leith. *Mezzotint, IN COLORS.* Painted by J. W. Carmichael. Engraved by E. Duncan. Published March 12, 1847. *Height, 18; length, 27 inches.* Matted.

The steamship *Forth* was built for the Royal Mail Steam Packet Company, by R. Menzies & Sons, Leith.



SAILING SHIP CAPTAIN S. HYATT Departing from TRIEST.  
November 4<sup>th</sup> 1821.

[ No. 670 ]

670. POLLI (FELICE). Ship "Blooming Rose," Capt. S. Hyatt, Departing from Triest. November 4th 1821. WATERCOLOR. Height, 18 $\frac{3}{4}$ ; width, 25 inches. Signed and dated, "Felice Polli in Trieste." In an old contemporary frame. Italian, 1821

A charming presentment of this old New York ship. She is seen full rigged departing from Triest. A very desirable portrait of an early American ship.

[SEE REPRODUCTION]

671. REGATTA OF THE NEW YORK YACHT CLUB. JUNE 1ST, 1854. Rounding the S. W. Spit. Lithograph, IN COLORS. By N. Currier. Dated New York, 1854. Height, 14; length, 22 $\frac{1}{2}$  inches. Framed and glazed.

672. RARE NAVAL PRINT. "Spanish Insolence Chastized or A View of the Town Port & Forts of Porto Bello as they were attacht by 60 of his Majesties Ships of War under the command of Vice-Admiral Vernon on ye 21 of November 1739. By Fred Shantoon. Printed for Geo. Foster at ye White horse St. Pauls Ch. Yard London." Together with, "A Map or Chart of the West Indies, drawn, from the best Spanish Maps etc., etc." "Published according to the Act of Parliament May the 3, 1740." *Line engravings, COLORED. Height, 15½; width, 10 inches.*

A VERY RARE AND HIGHLY COLORED VIEW of this famous naval attack during the days of piracy. Below the print is a printed description containing an account of the action, a description of the town and the names of the vessels engaged.

673. U. S. SLOOP OF WAR "ST. LOUIS" IN THE HARBOUR OF SMYRNA, JULY 2ND 1853. *Lithograph, in Colors.* Designed by A. Poinsett, U. S. N. Genoa. Lit. Armanino. 1854. *Height, 18½; length, 30 inches.* Framed and glazed.

674. VIEW OF THE LINE OF BATTLE-SHIP "PENNSYLVANIA." *Lithograph, in Colors.* Designed and drawn by A. Hoffer from a sketch by C. C. Barton. *Height, 14¼; length, 18½ inches.* In mahogany frame, glazed.

Depicts the *Pennsylvania*, in full sail, from the starboard side.

675. VOLMAAKT SCHIPT. Man-o'-War, with key to parts of ship. *COLORED engraving.* Framed and glazed.  
Dutch, Eighteenth Century

676. YACHT "CAMBRIA" IN MID-OCEAN. Anglo-American Atlantic Yacht Race of 1870. "Cambria" in Mid-Ocean. T. G. Dutton delt. et lith. London, Published June 5th, 1871 by Wm. Foster. *Height, 14½; length, 23½ inches.* Framed and glazed.

677. EARLY AMERICAN NAVAL PRINT. "Blowing Up of the Fire-Ship 'Intrepid' commanded by Cap'n. Somers in the Harbour of Tripoli on the night of the 4th Sept'r 1804." *Line engraving, COLORED.* Height, 9½; width, 13¾ inches.

Capt. Somers blew the ship up after she had been boarded by one hundred Tripolines. A highly colored and rare view of a famous episode.

678. A YATCH [sic] CLOSE-HAULED. *Aquatint, IN COLORS.* Painted by Butterworth. Engraved by Laurie. Published 1st July, 1795. Height, 7½; length, 10½ inches. Matted.

Depicts a British yacht in full sail.

[END OF THIRD SESSION]



WEDNESDAY EVENING, JANUARY 6, AT 8:15  
FOURTH SESSION, NUMBERS 679 TO 883, INCLUSIVE

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MARINE AND NAVAL PICTURES

EARLY PRINTS AND WATERCOLORS OF THE  
SAILING SHIP ERA—VIEWS OF SHIPS AND  
HARBOR SCENES, ETC.

*Numbers 679 to 738, Inclusive*

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679. AN OUTWARD BOUND EAST INDIAMAN. *Aquatint, in Colors.* Painted by Butterworth. Engraved by Laurie. Published London, 1795. Height, 7½; length, 10½ inches. Matted.

Depicts a sailing vessel laying to in a head wind and taking a pilot on board.

680. THE “ARCHIMEDES” STEAMER. *Aquatint, in Colors.* Engraved by C. Rosenburg, after Huggins. Proof with full inscription. Ebony and gilt frame.

681. THE “ARIEL” AIRSHIP, THE NEW FLYING WONDER. The First Carriage of the Aerial Transit Co. *Lithograph.* Seen flying above a creek of the Nile carrying the Union Jack before a setting sun. Lithograph. Alf'd Carlile, Lithog-London. Height, 8¾; length, 10¾ inches. Framed. Circa 1843

682. TYLER (JAMES G.). Bark “Iron Age.” *WATERCOLOR,* signed and dated, “James G. Tyler, 1874.” Height, 15¾; length, 23¾ inches. American, 1874

A fine watercolor by this well known marine artist, of a well-known bark. The *Iron Age* was built in 1869 at Wilmington, Delaware for the firm of Taffan and Beattie. She burnt at sea, October 1877. Her measurements were: length 142 feet, width 30 feet, depth 18 feet 6 inches, and she was of 680 tonnage.

683. MOXEY (J. D.). "An Old English Frigate." WATERCOLOR.  
*Height, 14; length, 18 inches.* English, 1872

A cleverly drawn portrait of an old English Frigate under full sail.

684. FONDO (MICHELE). Barque Saghalien of Shields, John F. Middleton, Master, entering Naples May 16, 1858.  
WATERCOLOR. *Height, 22; length, 31 inches.*  
1858

The barque is in full sail entering the harbor, with the distant mountainous shore line to the left. The inscription appears at the base of the painting along with the signature of Michael Fondo.

Michele Fondo was a Neopolitan Marine Artist of considerable note during the mid-19th century. Examples of his work are on exhibition in several of the American Museums, they having been attracted by his unusual handling of the old ships.

685. EARLY NAVAL DRAWING. FRENCH AND INDIAN WAR.  
"Battalla Entre Tres Vaxells Inglesos y set Francesos,  
y Los Ultims Foren Batus." WATERCOLOR. *Height,  
14½; length, 20¾ inches.* Inscription on back, "The  
Glorious . . . of Cape Francois 21 Oct 1757 between  
three English and Seven French ships of War wherein  
the latter were entirely defeated."

Captains Arthur Forrest, William Langdon and Maurice Suckling, of the ships, *Augusta*, *Edinburgh* and *Dreadnaught*, engaging the French Fleet under Commodore De Kersaint off Cape Francois, October 21, 1757. After a severe action the British retired to Jamaica suffering much loss. A fine contemporary drawing.

686. EARLY NAVAL DRAWINGS. FRENCH AND INDIAN WAR.  
"Bughigam De 66, canons, Bate Tres Vaxells France-  
sos." WATERCOLOR. *Height, 14½; length, 20¾ inches.*  
Inscription on back,—"The Brave Capt. Tyrell in the  
Buckingham of 66 guns and 472 men defeating the  
"Flouisant" and two Frigates, French Men-of-War,  
November 3, 1758."

This action took place off the Island of Guadeloupe. Capt. Tyrell in the *Buckingham* defeated the *Flouisant* and two frigates convoying a fleet of nineteen sail. A VERY FINE CONTEMPORARY DRAWING.

687. BLOWING UP OF THE FIRE SHIP "INTREPID." *Aquatint, in Colors.* No place, no date. *Height, 9½; length, 14 inches.* Matted.

Depicting the blowing up of the *Intrepid* commanded by Captain Somers, in the Harbor of Tripoli, the night of September 4, 1804, when the Tripolitans boarded the *Intrepid*, and the crew, preferring death to capture, fired the ship.

688. EARLY MARINE WATERCOLOR DRAWING. Barque "Hesse-Darmstadt" of Shields, Capt. J. Lonsdale, Entering Malta. *Watercolor.* *Height, 14; length, 19 inches.* Framed.

Portrait of the Barque under full sail with several pilot cutters in the foreground, and distant land and forts.

689. BOMBARDMENT OF FORTS HATTERAS & CLARK, BY THE U. S. FLEET, under the command of Flag Officer Silas H. Stringham on the 28th & 29th of August 1861. *Lithograph* by J. H. Bufford. Drawn by Francis Garland, seaman on U. S. Ship Cumberland. *Height, 22½; length, 31 inches.* In old walnut frame, glazed.

With the names of participants given in the lower margin.

690. BURNING OF THE STEAMSHIP "AUSTRIA." *Lithograph, in Colors.* Published by Currier & Ives. *Height, 8; length, 12¼ inches.* Framed and glazed.

New York, n. d.

Depicts the *Austria* in flames on September 13th, 1858, on her voyage from Hamburg to New York.

691. CALIFORNIA. View at San Quentin Bay, Lower California, July 20th, 1851. Embarkation of wrecked passengers from the Steamship "Union," on board the Steamship "Northerner," Capt. Harry Randall. Drawn on the spot by Edwin Moody. *Lithograph in tint by J. H. Bufford.* *Height, 12 inches; length, 20½ (including two-inch margin).* Boston [1851]

A FINE COPY OF AN EXCESSIVELY RARE PRINT.

This view and the original drawing—a wholly different presentation of the scene—were presented by the artist to a member of his family and have never been framed.

692. BOMBARDMENT OF ISLAND "NUMBER TEN" IN THE MISSISSIPPI RIVER. *Lithograph, in Colors.* Published by Currier & Ives, New York, 1862. *Height, 7½; length, 12 inches.* Matted.

Picture of the Gunboat and Mortar fleet in action, during the bombardment, which lasted from March 5th to April 7th, 1862.

693. COMMODORE PERRY IN JAPAN. Passing the Rubicon. Lieut. S. Bent in the *Mississippi's* First Cutter forcing his way through a fleet of Japanese boats while surveying the Bay of Ydo, Japan, July 11th, 1853. *Lithograph, in Colors.* Sarony & Co., W. Heine, del. *Height, 25; length, 35 inches.* Mounted. (Several breaks in margins, two of which enter the plate.)

EXCEEDINGLY RARE. This and the following lot are companion pieces. We believe that this pair, and one other pair (sold by the American Art Association 2 years ago), are the only examples of these beautiful prints that have come up for public sale in the past 25 years.

Accompanying the above is a Memoir of Rear Admiral Glisson, entitled,—“To the Loving Memory of Rear Admiral Oliver S. Glisson, U. S. N. By his Two Sons.” 8vo, front wrapper. Baltimore, 1891. Glisson was attached to the steam frigate *Powhatan* which accompanied Commodore M. C. Perry to Japan.

694. COMMODORE PERRY IN JAPAN. Landing of Commodore Perry, Officers & Men of the Squadron, to meet the Imperial Commissioners at Simoda, Japan, June 8, 1854. *Lithograph, in Colors.* Lith. of Sarony & Co. W. Heine, del. [Published, 1855.] *Height, 25; length, 35 inches.* Mounted. (Small break in top margin.)

EXCEEDINGLY RARE. Companion piece to the above.

695. CAPTURE OF H. B. M. SLOOP OF WAR "FROLIC." Capture of H. B. M. Sloop of War *Frolic*, 22 Guns, Capt. Whinyates, by the U. S. Sloop of War *Wasp*, 18 Guns, Capt. Jones. After an Action of Forty-five Minutes. *Aquatint, in Colors.* J. J. Barralett, del. S. Seymour, sculp. Philad. Publish'd by W. H. Morgan, 114 Chestnut Street. *Height, 11½; length, 17 inches.* Framed and glazed.

696. CALIFORNIA. Wreck of the Ship "Union" at San Quentin Bay, July 20th, 1851. ORIGINAL PEN-AND-INK DRAWING, by J. Edwin Moody, signed in pencil by the artist. *Length, 17½; height, 10⅞ inches.* [San Quentin, 1851]
697. CAPTURE OF "LE SPARVIERE," May 3rd 1810. COLORED engraving. Painted by T. Whitcombe. Engraved by J. Baily. *Height, 7; length, 10¼ inches.* Matted.
698. CAPTURE OF "L'IMMORTALITE," OCTR. 20th, 1798. COLORED engraving. Painted by T. Whitcombe. Engraved by J. Baily. *Height, 6¾; length, 10⅛ inches.* Matted.
699. CARTER (GEORGE—English, 1737–1794). First Rate War Vessel Laboring in a Heavy Sea. WATERCOLOR drawing. *Height, 5½; length, 9⅜ inches.*
700. COTES DE NORMANDIE. *Lithograph, in Colors.* Deroy, del. J. P. Quenot, direx. Litho. de C. Motte. *Height, 10⅓; length, 15 inches.* Framed and glazed.
701. THE DEFEAT OF A SQUADRON OF FRENCH SHIPS. *Aquatint, in Colors.* Engraved by F. Weber. Published London, n. d. *Height, 15½; length, 22 inches.* Matted.  
Depicts the naval action of August 1, 1798, under the commands of Admiral Brueys and Lord Nelson.
702. DUNCAN (EDWARD—English, 1803–1882). The Renown, Derelict. WATERCOLOR drawing. *Height, 7½; length, 12½ inches.*
703. EARLY AMERICAN SAILING VESSEL. "Falcon I. Somes," Palermo, Novr. 1827. *Original WATERCOLOR.* *Height, 18; length, 24½ inches.* In old pine frame.  
Early Nineteenth Century watercolor of an American snow, a very rare type of early American sailing vessel. Depicts the *Falcon I. Somes* entering the harbor of Palermo; shipping in the harbor, including a vessel flying the American flag.

704. EMBARKATION OF "ST. URSULA." COLORED engraving. Claude Loraine, Pinx. James Fittler, Sculp. Marine Engraver to his Majesty. Pub. Feb. 1st, 1787 by John & Josiah Boydell. . . . London. Height, 16 $\frac{3}{4}$ ; length, 23 $\frac{3}{4}$  inches.
705. THE "ENDYMION" AND THE "PRESIDENT." The action between the "Endymion" and the "President," off Sandy Hook, on January 15, 1815. Aquatint, IN COLORS. Painted by T. Butterworth. Engraved by Joseph Jeakes. Published as the Act directs, June 1, 1815. . . . London. Height, 13; length, 17 inches. Framed.  
The *Endymion* in company with the *Majestic*, *Pomone*, and *Tenedos*, while cruising off Sandy Hook fell in with the U. S. Frigate *President*. All sail was made by the British Squadron, and towards noon the *Endymion*, outsailing her consorts, gained upon the *President*. The two ships gradually closed until 6 p.m., when the American opened fire with muskets which was quickly returned by two British broadsides, and a running fire was kept up, both vessels being badly damaged about their sails and spars. At 11.15 p.m. the *Pomone* ranged up and fired her starboard broadside. The *President* immediately rounded to, and hailed to say she had surrendered.
706. THE "ESSEX," EAST INDIAMAN, in the Afternoon of the Same Day Taken in Tow by the Byrangore Frigate and Carried into Bombay. COLORED aquatint. F. Jukes, aquatinto fecit. T. Luny, pinxit. Height, 13 $\frac{1}{2}$ ; length, 19 $\frac{1}{2}$  inches. Matted.
707. H. M. GUNBOAT "SNAKE." Lieut. Commander H. McKillop engaging Russian Steamers under Yeni Rali Batteries 24th May 1855. Lithograph, IN COLORS. T. G. Dutton, Lith. from the Original by E. W. Brooker, R. N. Printed by Day & Son, Lithrs. to the Queen. Height, 12; length, 19 $\frac{1}{8}$  inches. Matted.
708. LAST OF THE ALABAMA. Respectfully inscribed to the Crew of the Kearsarge. Commodore Winslow's Grand Victory March. Lithograph, IN COLORS. By L. N. Rosenthal. Lith. Published by J. Marsh. . . . Phila. Height, 8; length, 12 $\frac{1}{4}$  inches. Framed and glazed.

709. FISHING VESSELS. Pair: "Peche au Filet" and "Peche a Hameçon." COLORED engravings. Dessiné par W. Cal-low. Gravé par Hunely. Each: Height, 12½; length, 18 inches. In uniform black frames.

Two fine marine views; one depicts men fishing from small sailing vessels, with small boats near containing other fishermen; the other depicts fishermen hauling in nets.

710. THE "GREAT EASTERN." *Lithograph*, IN COLORS. Published by Currier & Ives, New York, n. d. Height, 8½; length, 13 inches. Matted.

Depicts the *Great Eastern* on the starboard side, aft.

711. THE "GREAT EASTERN" STEAM SHIP. *Lithograph*, IN COLORS. From a Picture by T. G. Dutton. C. Parsons Lith. Printed by Endicott & Co., New York. Dated, 1859. Height, 22; length, 37½ inches. Matted. Framed and glazed.

FINE EXAMPLE, IN COLORS, of this noted Steamship; in the lower left corner are given the measurements of the Ship, and in the lower right corner, an account of the paddle engine and the screw engines.

712. THE HEROINE OF THE LIGHTHOUSE. *Lithograph*, IN COLORS. Published by Currier & Ives, New York, n. d. Height, 7¾; length, 12 inches. Matted.

Depicts a young girl in a rowboat on a rough sea.

713. THE HONORABLE EAST INDIA COMPANY'S SHIP "INGLIS," commanded by Joseph Dudman Esq'r leaving St. Helena, in July, 1830, in company with H. M. Frigate "Ariadne," and the H. C. Ships, "Windsor," "Waterloo," "Scaleby Castle," "General Kyd," "Farquharson," and the "Lowther Castle." *Aquatint*, IN COLORS. Painted by W. J. Huggins, Marine Painter to His Majesty, and Published by him, July, 1832. Engraved by E. Duncan. Height, 14½; length, 22 inches.

A FINE IMPRESSION IN COLORS of this very rare aquatint, showing a part of the fleet of the famous old East Indiamen. A most desirable and highly decorative shipping print.

714. EARLY AMERICAN FIREBOARD. Steamboat "Robert Fulton." *Wall paper printing.* Height, 33; length, 45 inches.

A VERY RARE AND EARLY VIEW PRINTED IN HIGH COLORS of the steamboat "Robert Fulton" on the Hudson River, the Palisades in the distance. The steamboat has stopped in very rough water to take on passengers from a small boat alongside. The view enclosed in a border of colored flowers. Fireboards of early origin are difficult to obtain. They are much in demand for their highly decorative qualities and for their use in old colonial homes.

715. LE COMBAT NAVAL, GLOIRE FRANÇAISE. *Aquatint, in Colors.* Painted by Rossel. Coqueret sc. Published Paris: M. Guerin, n. d. Height, 13; length, 18 inches. Matted.

Depicts the explosion of a British ship during a naval combat with the French.

716. MISSISSIPPI STEAMBOAT POSTER. The "Maria Denning." *Woodcut.* Height, 19½; length, 27¾ inches.

A rare form of BROADSIDE POSTER announcing the "Regular St. Louis and New Orleans Packet, for Memphis, Vicksburg, Natchez, and New Orleans, Maria Denning, H. Carrel, Master."

A curious and early view done in woodcut of a Mississippi steamer. A decorative and DESIRABLE WESTERN ITEM.

717. AMERICAN. ARTIST UNKNOWN. The "Marshall Ney," Capt. James Crowell. WATERCOLOR. Height, 14; width, 18¾ inches. In a contemporary gold frame.

A very quaint and early watercolor drawing of a full-rigged American ship.

718. BENNETT (WILLIAM JAMES). The "Milwaukie," Bound up Lake Erie passing the Light House at Buffalo. *Aquatint, in Colors.* Painted by J. C. Miller and engraved by W. J. Bennett. Published by H. J. Megarey, New York, 1838. Height, 14; length, 21¼ inches. Framed. American, 1838

A very rare aquatint in colors of which there are but a few copies known. The decks are crowded with passengers in the quaint dress of the 'thirties. Undescribed in Stauffer's "American Engravers."

719. EARLY AMERICAN. UNKNOWN ARTIST. The Missionary Packet Ship. WATERCOLOR. *Height, 22; length, 35 inches.* In Hogarth frame.

A fine and accurately drawn portrait of an early American packet ship under full sail, the center of a scene of shipping activity. Early drawings of the old ships of this style are very rare.

720. BONFIELD (G. R.—AMERICAN). Misty Morning with a Frigate Saluting. WATERCOLOR. *Height, 15; length, 21 $\frac{3}{4}$  inches.* Signed. *Mid-Nineteenth Century*

A charming watercolor depicting an old frigate with sails set, firing a salute on a misty morning.

721. NEW YORK VIEW. New York. PROOF. *Lithograph.* Painted by W. Hill, engraved by Himly. Dated, New York, 1855. *Height, 25; length, 50 inches.* Framed and glazed.

A bird's-eye view of Manhattan and the Hudson River from New York Harbor, with much shipping activity in the harbor.

722. OFF THE COAST IN A SNOW STORM. Taking a Pilot. *Lithograph, in Colors.* Published by Currier & Ives. Not dated. Small oblong folio. In gold frame.

FINE EXAMPLE of a very rare print.

723. "L'ALEXANDRE," FREGATE—ECOLE A DEUX RANGS. *Lithograph, in Colors.* Designed and lithographed by Ch. Leduc. Edited by F. Sinnott. Paris, n. d. *Height, 12 $\frac{3}{4}$ ; length, 19 $\frac{1}{2}$  inches.* Framed and glazed.

Depicts the *Alexandre* in full sail.

724. ROYAL THAMES YACHT CLUB. Ocean Match from Nore to Dover for the Queen's Cup. June 24th, 1874. *Lithograph, in Colors.* C. R. Rich (?) Pinx. MacClure and MacDonald, London. *Height, 14 $\frac{3}{4}$ ; length, 27 inches.* Framed and glazed.

Depicts the *Centonia*, *Gwendolin*, *Arrow*, *Kriemhilda*, *Egeria*, *Florinda* and club steamer.

725. THE REDUCTION AND TAKING OF HAVANA. Series of 12 plates. *Line engravings, Colored.* Height,  $15\frac{3}{4}$ ; length, 25 inches. Engraved by P. C. Canot and J. Mason after the paintings by Dominic Serres. Published at the time. English, 1762

A series of twelve finely engraved plates in colors, depicting various stages of one of the most important naval actions ever contemplated and performed. They are highly decorative and spirited and show the fifty-three ships, the most important in the British Navy, during all the phases of the bombardment and the taking of the Spanish forts, including the famous Morro Castle. They are very rare and considered the finest set of old naval and ship prints ever engraved.

Upon the declaration of war with Spain a large fleet was sent to the West Indies to attack Havana. The military force amounted to nearly sixteen thousand men, four thousand of whom sailed from England under General the Earl of Albermarle in the fleet of Admirals Sir George Pocock and the Hon. Augustus Keppell. They eventually reached Havana and effected a landing on July 7th. So formidable a force the Spaniards could not long resist. On August 14, Havana fell into the hands of the besiegers. In the harbor were found twelve sail of the line, nine of which were sent to England as prizes, the remaining three having been sunk at the entrance to the harbor by the Spaniards. The prize money paid to the captors amounted to £736,185.

726. SCHOONER YACHT CAMBRIA. *Lithograph, in Colors.* Published by Currier & Ives. New York, n. d. Height,  $8\frac{1}{2}$ ; length,  $12\frac{3}{4}$  inches.

Depicts the *Cambria* in full sail.

727. STEAMSHIP "CITY OF WASHINGTON." WATERCOLOR. Height, 18; length, 25 inches.

The *City of Washington* was one of the famous Inman Line. Her measurements were: length 325 feet, 400 horsepower, weight 2380 tons.

728. SWAINE (FRANCIS—English, 1730–1782). Coast Scenes Off Holland—Two in one mount. *India wash drawings.* (1) Height,  $8\frac{3}{8}$ ; length,  $11\frac{3}{4}$  inches; (2) Height,  $4\frac{7}{8}$ ; length,  $6\frac{7}{8}$  inches.

729. SOUTH SEA WHALE FISHERY. *Aquatint, in Colors.*  
Painted by W. J. Huggins, Marine Painter to his Ma-  
jesty. Engraved by T. Sutherland. London, Pub-  
lished Jany 1, 1825. *Height, 14; length, 20 inches.*  
Matted.

A RARE AND FINE WHALING PRINT. Depicts the head of a large whale in the agonies of death, and a boat destroyed by a wounded whale. In the lower margin is the following engraved inscription,—“A representation of the ships *Amelia Wilson & Castor* off the Island of Bouro, with their boats & crew in the various process of Fishing, shewing the manner the Spermaceti Whales are caught, also the mode of cutting them into the ship & boiling the oil upon deck.”

730. SURRENDER OF THE DUTCH FLEET. *Aquatint, in Colors,*  
Engraved by R. Dodd. Published December 31, 1800.  
*Height, 17; length, 27½ inches.* Framed and glazed.

Represents Vice Admiral Sir Andrew Mitchell, K.B., taking possession of the whole of the Dutch ships of war in the Texel on the 30th of August, 1799.

731. “TABLEAU DE TOUS LES PAVILLONS Que Lon Arbore  
Sur Les Vaisseaux Dans les Quatre Partes du Monde.  
Ou’ se trouve le Pavillon de France, Decrete par  
l’Assemblee Nationale le 24 Octobre 1790.” *Line en-  
graving, COLORED.* A Genes chez yves Gravier Sons la  
Loge 1798. *Height, 22½; length, 33 inches.* Hogarth  
frame.

#### FIRST PUBLICATION OF FOUR AMERICAN FLAGS.

A very rare and highly decorative engraving in colors of great American interest. The print contains inset views of the flags of the various nations of the world including the earliest publication in engraved form of four American flags, besides which, in the upper corners are engraved scenes of three important Revolutionary Naval battles. “The French Fleet under Orvilliers defeating the English under Keppell,” “The *Warwick* and *Triton*, October, 1778,” and “*La belle Poule* and the *Haretuse*, June 17, 1778.” In the lower corners, portraits of two French Men-o'-War, with descriptive text delineating the armament, rigging, etc., etc. A most desirable American item and the first impression to be offered.

732. TROIS-MATS SUEDOIS. *Lithograph, in Colors.* Victor Delarue, Ed. Lemercier, Lith. Paris, n. d. *Height, 11½; length, 17 inches.* In gilt frame, glazed.  
From "Etudes de Marines" by F. Perrot.
733. U. S. SHIP OF THE LINE IN A GALE. *Lithograph, in Colors.* Published by Currier & Ives, New York, 1847. *Height, 8; length, 12½ inches.* Matted.  
Depicts a schooner, listing to the starboard, during a heavy sea.
734. VICTORIOUS BOMBARDMENT OF PORT ROYAL, S. C. *Lithograph, in Colors.* Published by Currier & Ives, New York, n. d. *Height, 8¼; length, 12 inches.* Matted.  
The Naval Engagement on Nov. 7th, 1861.
735. WAR VESSELS. *Original wash drawing by D. Serres, R.A.* Signed in ink, in lower right,—“D. S.” Mounted on blue board, with a watercolor border, the artist’s name executed in pen-and-ink in lower part of mount. Measurements of drawing: *Height, 8½; length, 15 inches.*
736. WATERFORD LINE SCHOONERS, “ALEXANDER”; “MARTHA” AND “RAPID,” off the Hook Light. *Aquatint, in Colors.* Engraved by Smart and Reeve, after the painting by John Lynn. Good impression, with inscription. Mahogany frame.
737. WRECK OF A BRIG. *Original Watercolor drawing.* *Height, 9¾; length, 14 inches.* Matted.  
VERY FINE DRAWING, depicting a ship wrecked on a rocky coast in a raging storm; the lifeboat may be seen nearing the vessel; some of the crew of the wrecked vessel are seen in the rigging.
738. THE YACHT “MADELEINE.” *Lithograph, in Colors.* Published by Currier & Ives, New York, n. d. *Height, 9¼; length, 13 inches.* Matted.  
Depicts the *Madeleine* in full sail.

## WHALING LOGS

UNIQUE COLLECTION OF WHALING LOGS AND  
ORIGINAL NAVAL MSS.

*Numbers 739 to 766, Inclusive*

•3——•

739. LOG BOOK. Journal of Voyages of Benjamin Abbot, of Boston: New Orleans to Boston; Boston to New Orleans; New Orleans to New York; shipping and other accounts, etc. 27pp. folio. 1821-1823

TWO ORIGINAL DRAWINGS IN COLORS are attached to front cover.

740. PIRATES. Narrative of a Voyage from Boston; Capture by the Algerines; Captivity; Deliverance. 11 leaves, 12mo, unbound. [1679-1687]

AN UNPUBLISHED MANUSCRIPT NARRATIVE of Algerine Piracy and Captivity, covering sixteen closely written pages. The last page contains a summary of the Narrative: "Jan. 25. 1679, 80 saild from Boston; 1680: July 29-30 Taken by ye Algerines; 1682. Plague in ye family; Jany 1, 1683. Delivered from drowning; had ye Plague & recovd May 20; 1684: Built a Boat in ye Garden; 1685: Began to build ye Ship June 25; 1687: July 14. delivered."

Experiences and adventures on his voyages from Boston to England; an incident at Roanoke; methods of Tunis ships of war, etc. AN INTERESTING NARRATIVE FOR PUBLICATION.

741. SHIP "PANAMA." MANUSCRIPT. JOURNAL of [Captain Delucina Pulaski Benjamin] of the Ship "Panama, on six trips to China, from December 9, 1834 to April 16, 1841. 87pp. folio, sheets. In half morocco case.

Accurately kept log giving daily position, weather condition and places sighted during voyage. From July 19, 1840 until January 2, 1841, Captain Benjamin had to remain in China on account of the British Blockade which suspended all business and prevented ships from leaving port.

## LOG BOOKS OF KING WILLIAM IV

AS PRINCE WILLIAM HENRY, WITH ACCOUNT  
OF HIS STAY IN NEW YORK DURING THE  
AMERICAN REVOLUTION, 1781-1782; AND  
WHEN COMMANDING THE "ANDROMEDA,"  
1788-1790

*Numbers 742 and 743*

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742. WILLIAM (PRINCE—William IV of England). ORIGINAL LOG BOOK AND JOURNAL kept by Prince William Henry during his service on "H. M. S. Prince George" as midshipman, in New York, 1781-2, and other experiences of the Sailor Prince. 3 vols. 474pp. 4to, FULL CONTEMPORARY RED MOROCCO, WITH EMBLEMATICAL GILT TOOLED DESIGNS ON BACKS OF EACH VOLUME OF A SAILING SHIP AND GLOBE. Enclosed in three full blue morocco solander cases. 1779-1783

A MANUSCRIPT LOG AND JOURNAL OF THE GREATEST IMPORTANCE, AND OF SPECIAL INTEREST IN THAT A PERIOD OF THE AMERICAN REVOLUTION IS RECORDED, WHEN PRINCE WILLIAM HENRY WAS RESIDING IN NEW YORK DURING THE WINTER OF 1781-1782. These volumes are dated from June 15, 1779 to June 27, 1783.

The three volumes are carefully written, and the various divisions, twelve in all, are prefaced by sub-titles, each of which is signed "*William*." On the day that Prince William passed his examination for a Lieutenancy, the books were officially deposited with the Clerk of the Acts, June 15, 1785.

In addition to many unpublished details, the plot of Col. Ogden, with the written approval of Washington, to abduct Prince William Henry, who during the period of the above Journal took residence in Hanover Square for an entire winter, 1781-1782, lends a particular interest to this important manuscript. The drawing and plans are executed with considerable skill.

The Log "*to North America*" commenced July 11, 1781, and the *Prince George* reached Sandy Hook Sept. 25, though the "*Intelligence collected*" here is dated a day earlier, including news of the destruction of New London by Genl. Arnold. The record of events on the American Station then follows, with a change of

[Continued]



[No. 742. REPRODUCTION OF BINDING]

anchorage to "Battery Point." "Occurrences on Shore," the reception by Sir Henry Clinton, and a domicile prepared at the Commandant's House, is next in order (September 26) a visit to Hell Gate, (September 28) King's Bridge, (October 3rd) change of anchorage to Governor's Island, etc.

The Surrender of Cornwallis is recorded October 20, 1781, also a list of his forces. November 16 the Commandant's House was occupied until the Admiral's House was "ready to receive us for the Winter." Two short cruises on the *Lion* and the *Warwick* are on record, and some accident on the latter ship made it necessary that the Prince should remain on shore, so he continued at the Admiral's house from May 30th to Aug. 10. A LARGE MAP OF SANDY HOOK TO HELL GATE, DRAWN BY THE PRINCE, is here added. Aug. 20 the Prince again took up his residence on shore for a period of nine days while the *Warwick* was refitting.

Vol. 2 begins the Log of the *Barfleur*, New York to the West Indies, No. 2. Went with Lord Hood to see the Forts on Staten Island Nov. 13.

[ *Continued* ]

[742. PRINCE WILLIAM'S LOG BOOK—*Continued*]

A WATERCOLOR DRAWING OF SANDY HOOK, November 22 [REPRODUCED ON OPPOSITE PAGE]; drawings of the flags of the fleet, the arrival of the *Albemarle*, Capt. (afterwards Lord) Nelson, and a short cruise, close the Log record at Dec. 5, 1782.

The third vol. opens with the Log of the *Barfleur* at Hispaniola, which commenced Dec. 6, 1782, and the signature William now changes to William Henry. A signed watercolor drawing follows the title. On the 26th of April the *Barfleur* started for home, and the records end with the following note: "The reason I did not continue my Log till we arrived at Portsmouth, was because nothing worth mentioning happened. We arrived on the 27th of June (1783), the Ship was immediately paid off and my name was put upon the Queen's Books during my absence in Germany."

FROM THE DUKE OF CAMBRIDGE AND CHARLES L. F. ROBINSON COLLECTIONS, WITH BOOKPLATE OF THE LATTER.

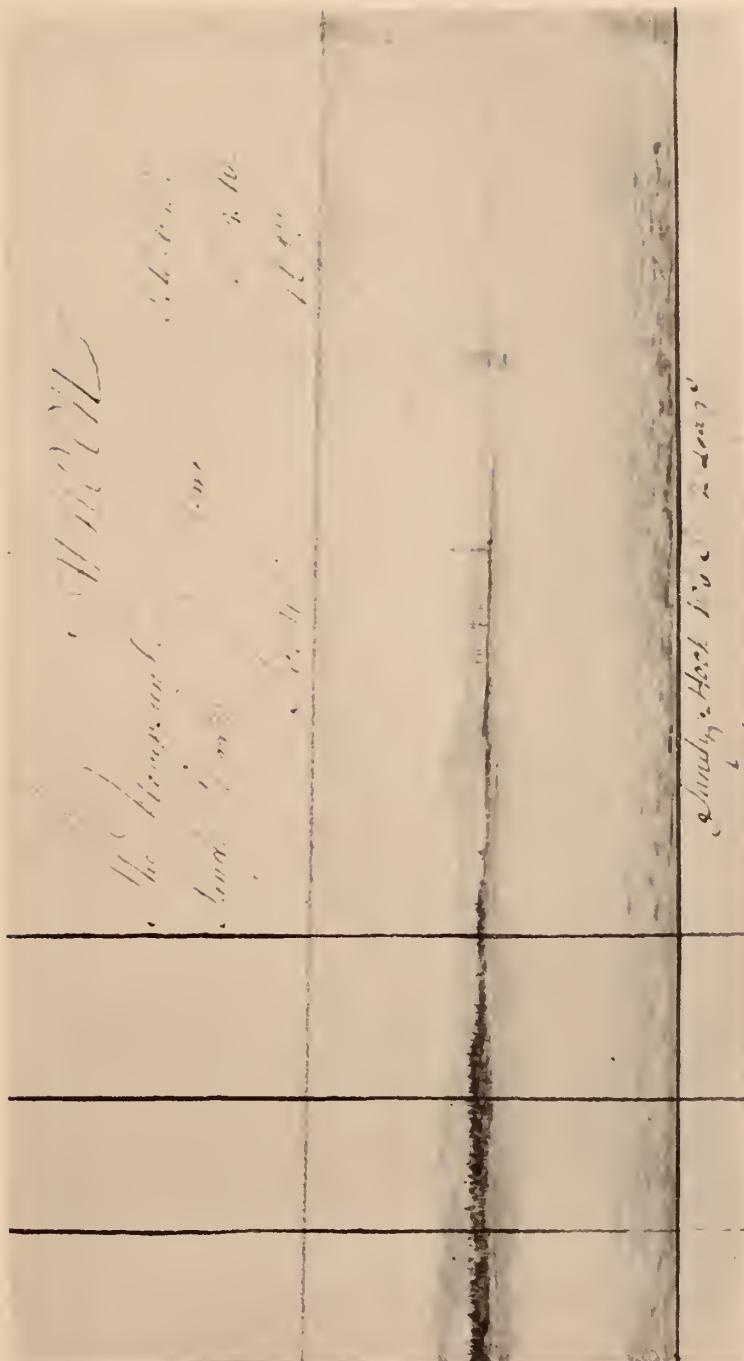
[SEE REPRODUCTIONS OF BINDING AND  
OF DRAWING OF SANDY HOOK]

743. LOG BOOK, BOOK OF SLOPS ISSUED TO SEAMEN, BOOK CONTAINING LETTERS AND ORDERS RECEIVED, KEPT ON BOARD H. M. S. "ANDROMEDA" UNDER THE COMMAND OF PRINCE WILLIAM HENRY, AFTERWARDS WILLIAM IV. OF ENGLAND. Also, volume containing 17 ORIGINAL WATERCOLOR DRAWINGS BY PRINCE WILLIAM HENRY. Together, 4 vols. folio, various bindings. Each volume enclosed in four full blue morocco solander cases. 1788-1790

REMARKABLE COLLECTION. One volume contains the bookplate of "Adolphus Fitzclarence" (younger son of William IV by Mrs. Jordan) who commanded the royal yacht, 1830-1853, when he attained flag-rank.

The log book is dated from March 13, 1788 to January 20, 1789, and covers the period when Prince William Henry commissioned the *Adromenda* (March 1, 1788) and set out to the West Indies; she arrived at Port Royal on November 15, 1788. Among other accounts in the volume are Returns of the Guard, requisitions, orders issued, pay lists, memoranda of docu-

[Continued on second page following]



ORIGINAL WATERCOLOR SKETCH OF SANDY HOOK

MADE BY PRINCE WILLIAM (LATER WILLIAM IV) IN 1781

[ No 742 ]

[743. LOG BOOK, ETC. OF PRINCE WILLIAM—*Continued*]

ments signed, list of ships and vessels spoken. The entries were made "In Hamose," "In Halifax Harbour," "At Sea," "Port Royal Harbour, Jamaica," and "Carlisle Bay, Barbadoes."

The volume of "Letters & Orders Received," contains transcripts of letters and orders received from Admirals and others, and is dated from May 13, 1790 to November 23, 1790. Contains Sailing Orders, Line of Battle, Order of Sailing, Distinguishing Signals Respecting the Officers of the Navy, Disposition of the Fleet in Order of Battle and of Sailing, Instructions Respecting the Formation of the Order of Battle, Memorandum for the more particular explanation of the Admiral's intentions respecting the Order of Sailing, Distinguishing Vanes worn by the Fleet under the command of the Admiral Earl Howe, Resolutions & Instructions to be observed respecting Salutes, pursuant to His Majesty's order in Council of the 27th October 1790, and other orders and letters.

The seventeen original watercolor drawings include views of Harbors, an Island, a Lighthouse, a Fort, etc.

The book of "Slops Issued to Seamen" is indexed alphabetically, and contains the names of the seamen and the articles issued to them. Dated May 14 to October 5, 1790.

744. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "EMERALD" OF NEW BEDFORD. "Ship Emerald of New Bedford. Bound on a Whaling Voyage to the Tristan Island. Clement Norton, Master." Covers the period July 15, 1830 to February 11, 1831. 60pp., folio, half leather.

AN INTERESTING, BUT NOT COMPLETE, LOG OF A WHALING VOYAGE. This log was kept by James A. Norton, and covers a period of seven months. Contains account of the ships "spoke," whales seen, whales taken, incidents on board ship, etc.

Two of the interesting entries are,—January 16, 1831 ". . . the wind is fare to go home, and we have not seen a whale for this long time for us to be out without. . . . With what we have got, Thank God . . . ;" January 22, 1831 ". . . Commenced cutting in the whale and finished at 1 p. m. We have seen one thing remarkable for we have taken out of the bilge of the whale a soard [sword] fish, soard [sword] 4 feet and over. It has the appearance of being in the whale for some time previous to the deth of the whale. . . . ;" and other entries.

745. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "OHIO" OF NEW BEDFORD. "Journal of a Voyage on board the ship Ohio of New Bedford, bound to the N. West Coast." Covers the period October 18, 1848 to Monday March 31, 1851, in all two years and about five months. 162pp. folio, half leather. 1848-1851

FOR LATER LOG SEE NO. 245.

AN UNPUBLISHED AND INTERESTING WHALING JOURNAL, giving a day to day account of the voyage, incidents on board, whales seen, whales taken, ships "spoke," etc. At the end of the volume is an account of the whale oil stored on board, and the dates on which it was stored.

The *Ohio* left New Bedford on Wednesday, October 18, 1848 and returned to New Bedford on Monday March 31, 1851. On February 7, 1849 the first whale was sighted and was killed. On April 11, 1849, the vessel passed Owyhee (Hawaii), and on April 12th came to anchor in Moni Roads, Noel Island, which is in the Pacific Ocean south of the Sandwich group, and on April 22, the vessel anchored off the island of Oahoo; and among other places mentioned in the log are,—Island of Shirinky, one of the Kooril Islands, Island of Paromusuer, Passage Islands (Malay Archipelago), East Cape, Gores Island, Attoi, Hervey's Island, etc.

Among some of the entries may be mentioned the following, showing the perilous incidents in the calling of a whaler,—October 12, 1849, "*Commenced with a heavy gale . . . at night the gale increasing . . . carried away the jib boom, blowed off . . . . at 1 a. m. a heavy sea broke in which split fore top stay, swept overboard 4000 lb. bone, stove one boat over head and swept one away breaking davit, washed off 2 tubs of lime of the house and knock the ship down on her beam and filling full of water fore and aft . . . ;*" July 13, 1849 ". . . saw several polar whales. . . . I struck one, he stove the boat and knock me out and I found the water very cold and the whale went off with the line;" August 12, 1849 ". . . Strong gales and heavy sea . . . flock chain parted and off went the whale," and on August 14th the same whale was apparently recovered as will be seen by the entry of that date ". . . saw a dead whale . . . took him to the ship which proved to be our whale with our chain. . . ." July 30, 1849 ". . . we have been as far North as 70 and as far East as 163.30;" December 1, 1849 ". . . I ordered the Cook William Jonson to feed the hogs which he refused. I ordered him put in the rigging and gave him a dozen [lashes];" and other interesting entries.

746. LOG BOOKS. TWO JOURNALS IN ONE VOLUME, KEPT BY  
G. HACKSTAFF: (1) "Journal of Ship *Horatio*, bound on  
a voyage from New York to Bombay, or ports in India.  
Capt. R. Bunker. Oct. 29, 1818 to May 23, 1819";  
(2) "Journal of Ship *Julius Caesar*. Capt. C. H. Mar-  
shall, from the Isle of France to Philadelphia, Sept. 26,  
1819 to December 22, 1819." In all 110pp., folio. Stiff  
paper wrappers (lower margins of some leaves stained).

1818-1819

TWO INTERESTING LOGS. The first Journal gives a day to day account of the weather conditions. The weather during the last days of the voyage on the *Horatio* were rough as will be seen by the entries,—May 15, 1819 “. . . 7 men sick with the flux. Pumped ship from 8 till 9 . . .”; May 20, 1819 “. . . At one P. M. Samuel Adams, seaman, died, at 2 launched him overboard. The super-cargo read prayers;” and the last entry May 23, 1819 “three men sick, myself below.” Then follows an entry “*Isle of France*, June 22, 1819 [illegible] August 25 join'd the Ship *Julius Caesar*. Capt. C. H. Marshall. G. Hackstaff.”

The log of the *Julius Caesar* is recorded entirely differently from that of the *Horatio*, in that it gives the distance, course, difference of Longitude, Latitude in, Longitude in, and remarks for, each day; and the variations. At the end are a number of pages of mathematical problems, one of the pages being headed “*Luna Observations on Board of the Julius Caesar.*”

At the end of the volume are six sentimental poems, written on six pages in a fine clear hand, the titles of which are,—*Fair Jersey*, *the Maid of the Moor*; *Oh! Hush the Soft Sigh*; *Sally Roy*; *To-morrow*; *The Frantic Maid*; *The Fair Adiu.*

747. LOG BOOK. MANUSCRIPT COPY OF A JOURNAL OF A  
WHALING VOYAGE ON BOARD THE "SHEFFIELD" OF  
COLD SPRING, LONG ISLAND, TO THE NORTH WEST  
COAST. COVERS THE PERIOD OCTOBER 20, 1845 TO FEBRUARY  
7, 1849. 185PP., FOLIO, HALF LEATHER. 1845-1849

A COPY OF VERY INTERESTING JOURNAL. The Master and crew were mostly residents of Long Island. In the forepart of the volume is given a list of members of the crew. This volume was copied on October 27, 1907 and is signed by James E. Bayles.

Very well written, giving the incidents on board ship, work on board, whales seen, whales taken, etc.

748. WHALING. Original Account Book of the Bark *Minerva*, 195 tons, Capt. King, Master. C. R. Sucker, Agent, Narrow folio, boards, sheep back. 1843-1846

AN INTERESTING ITEM. The *Minerva* sailed on December 18, 1843 and returned to its station on May 6, 1846, covering a period of about 30 months, in which time it stowed down 1036 barrels of sperm oil. Each member of the crew had a separate page for his account, various articles of clothing from the ship's slop chest being charged off to him. Also contains the ship's expenditures, one of which is very interesting: under date of May 7, 1844 he enters "*At St. Augustine's Bay, Madagascar. Paid the King his royal family 1 keg of powder and 2 peaces of blew cloth and 1 peas of handkerchief before he wd. consent for me to get any Wood (?)*." Gives a list of members of crew to whom bounty was paid for sighting whales.

749. BRADY (WILLIAM N.). A Manuscript Volume of Naval Directions and Receipts kept by him while on board the U. S. Ship *North Carolina*. 240pp., folio, half original calf. Circa 1840

AN IMPORTANT MANUSCRIPT CONTAINING COMPLETE DIMENSIONS OF RUNNING RIGGING FOR THE U. S. SHIPS CONSTITUTION, CONSTELLATION, WASHINGTON AND ERIE. Also Dimensions of Spars for U. S. Ship *North Carolina*; complete Boatswains stores for a first class Gun-Ship; an Estimate of Standing and Running Rigging required for Out-fitting a 44 Gun Frigate, First Class; Proportions of the Spars of Merchant Ships; and 231 questions and answers, including the getting of sheers on board, taking in the mizzenmast and bowsprit, rigging the foremasts and topmasts, scudding under a foresail, etc. Among the recipes are those for blacking, hammock cloths, making drying oil, making black varnish, etc. With lengthy descriptions of the U. S. Ship *Brandywine*, U. S. Schooner *Shark*, etc.

This manuscript volume was kept by Admiral Brady while a Boatswain on board the U. S. S. *Carolina*, and was used by him in preparing the manuscript for his well-known work, which was written while a Boatswain, "The Naval Apprentice's Kedge Anchor" (Lot No. 52). The present volume contains the "Receipts" to be found in the "Kedge Anchor," and which are not to be found in the volume of manuscript. It also contains other information not to be found in the manuscript.

SEE ALSO Nos. 7, 52, 239, 240.

750. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE BARQUEU "ARAB" OF FAIRHAVEN. From Sunday, Aug. 27th, 1843 to Tues. Dec. 1, 1846. 141pp., folio, boards, leather back.

1843-1846

UNPUBLISHED LOG WITH TWENTY ONE STENCILS OF WHALES. On the first page is a list of the ships "Spoke and heard from after November 1844." Mentions whales struck, killed, etc.

One entry written when the *Arab* sailed along the Coast of Chile reads: *The first part strong breeze from N. N. W. finished cutting one whale at dark midle and last part a gale of wind and too rugged to eat lay by the whales and began to bail all these 24 hours strong gales and a verry rough sea cooled down at 11 P. M. parted from both whales at dawn reefed top sails and worked off shore wise . . . a large pipe of oil got a drift went acrosst the deck and carried away the back rail.*

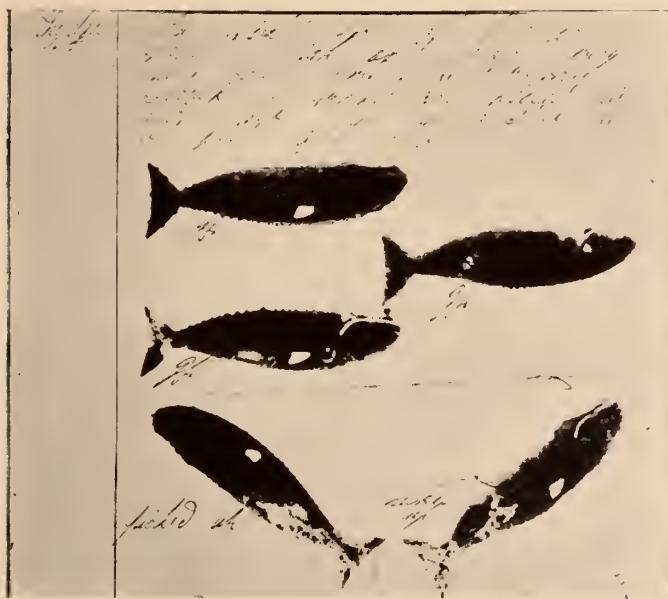
[SEE REPRODUCTION]

751. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "SUPERIOR" OF NEW LONDON. Journal of the "Ship Superior, New London. Bound to New Zealand." Captain Peter Andre, Master. Covers the period November 28, 1838 to August 2, 1840. 100pp., folio, boards, leather back.

1838-1840

AN UNPUBLISHED AND INTERESTING WHALING JOURNAL, recording a whaling voyage to the South Pacific Ocean. Gives an account of the places visited, ships sighted, whales seen, whales captured, incidents on board ship, etc. Under date of July 2, 1839, he mentions that he spoke the ship "*Sarar*" of London bound to Bombay, and took three men from her that she picked up in an open boat; and other interesting entries. The captain also kept a careful tabulation of courses and winds by watches. Contains a list of sailings from New London during 1844, giving the ship's classification, name of the Master, date of sailing and destination.

This log was used, at a later date than the recordings in the log book, for a scrap book in which Captain Andre pasted down his received bills for goods purchased, taxes paid, etc. However, a great number of these bills have been removed. The bills are for provisions, ship's hardware, merchandise, etc.



[ No. 750 ]

752. WHALING SHIP "LAGODA." ORIGINAL ACCOUNT BOOK kept by Jonathan Bourne, who operated a fleet of Whaling Vessels, including the "Lagoda" from the port of New Bedford. Folio, half roan (worn). 1841-1849

A WHALING ITEM OF GREAT ASSOCIATION INTEREST. This ORIGINAL ACCOUNT BOOK, kept by the owner of the *Lagoda* and other whaling vessels, is a memento of whaling to be cherished, in view of the fact that a half size model of the *Lagoda* is at present in the Bourne Whaling Museum, Bethel Street, New Bedford, Massachusetts.

Contains the statements of Accounts of the *Lagoda*, covering its first, second and third voyages, accomplished during the years 1843-1849 inclusive, and reveals the amount of money expended in outfitting each voyage, the payment of wages, etc., the statement showing the various sales of the cargo and the profits realized. Also gives an account of the "Settlement with Ship Lagoda's Crew" (giving the names of the individual members), "List of Lagoda's Crew."

Also contains the account of the expenditures of outfitting, and the money realized on the cargoes, of the *Pantheon* (first and second voyages), *Draco*, *Newton* (first and second voyage), and accounts of individuals. Gives an account of the settlement with the crews of the various ships.

Journal  
A Voyage from Boston to San Francisco Cal.  
Commencing at Boston March 4<sup>th</sup> 1850 —  
Kept on board ship California Packet of Cutler, Me.  
Weight over 1,000 lbs. speeded up in  
hurried sailing, but could get under way in good  
state and proceeded, just 100 miles more, com  
in sight of Cape Horn at 12 m<sup>o</sup> noon, wind 30 m<sup>o</sup>  
and shaped our course for the City of Rio de Janeiro  
at the west of Africa, Course 88° by E. rate making  
100 m<sup>o</sup>.  
At Sea, March 5<sup>th</sup> Viamonte 40° S. m.  
Fine weather, with the usual light at night, sailing  
88° by E. rate nine hours until 6 P.M. after which  
we hove through the night. 1.1.38 26° heat 60°

1.1.38 26° March 6<sup>th</sup> Viamonte 63° S. m.

[ No. 753 ]

753. CALIFORNIA. MANUSCRIPT JOURNAL of a Voyage from Boston to San Francisco, Cal. Commencing at Boston March 4, 1850 and ending at San Francisco, August 24, 1850. Kept on board ship *California Packet* of Cutler, Maine. 115pp., 4to, original leather. 1850

A JOURNAL OF UNUSUAL INTEREST, recording, with critical remarks, incidents on ship from day to day during a voyage of 173 days, observations on men, women, etc. at Rio de Janeiro and Valparaiso. Also contains a list of the 149 passengers, all from New England, their ages, professions and residences.

At the end of the volume are eighteen eight-line verses descriptive of the voyage, entitled "Lines written to be read July 4, 1850 on board the Ship California Packet, Pacific Ocean, Lat. 24:43, Long. 20:25. By James S. Merrill." These "Lines" were, according to the record of the celebration, sung by a choir selected for the purpose, to the tune of "Africa's Sunny Fountain." The author, James S. Merrill of Hanover, was apparently the author of the Journal. The entries up to August 4th are in his autograph, but the entries from August 5th to 24th are in another hand.

[Continued]

## [753. CALIFORNIA MS. JOURNAL—Continued]

Throughout the early part of the Journal there are recorded numerous complaints about the food being served, one being that they were served “scalded Indian meal and molasses, such as New Englanders prepare for swine.”

He records very fully stop-overs at Rio de Janeiro and Valparaiso, giving an account of his visit to both of those cities and recording the customs of the people, the various sights, etc.

[SEE REPRODUCTION]

754. LOG BOOKS. ORIGINAL MANUSCRIPT JOURNALS OF TWO WHALING VOYAGES ON BOARD THE “TRIDENT” OF NEW BEDFORD. (1) November 7, 1850 to April 22, 1854; (2) January 14, 1855 to May 1, 1859. 64pp., folio, half leather. 1850-1859

Two UNPUBLISHED AND INTERESTING WHALING JOURNALS, recording two whaling voyages to the South Atlantic Ocean, Pacific Ocean, Okhotsk Sea, Arctic Ocean, Indian Ocean, and other whaling grounds. Gives an account of the whales seen, whales captured, ships spoke, places visited. Contains a record at end of the ship's slop chest, disbursements to the crew at Hong Kong. At the end of the volume is an account of the oil stowed down in 1852 and 1853.

Among some of the places named in the journals may be mentioned, Statten Land, Island Taichow, Martimas Straights, Nadeska Straights, Hong Kong, Cape Horn, Cat. St. Augustine, Sandwich Islands, Jonas Island, Cape Elizabeth, Nausan Island, Simpsons Island, Oahu, and others. During the first voyage the ship laid up at Hong Kong from December 30, 1851 to February 4, 1852.

Among the entries may be mentioned,—Feb. 13, 1852. “at 5 a.m. run foul of a large fishing boat whilst reefing the main top sail, carried away some of our martingale gear, damage to the boat unknown . . . ;” May 31, 1852. “Spoke the ships Erie & bark Friends . . . got a pipe of bread from the Erie . . . and agreed to return the same quantity at the Sandwich Islands.” In June, without date, is the entry, “Got 6 whales in June which made about 800 bbls. saw them very plenty, with a good deal of good weather, but rather hard to strike; have drawered from several and parted from one.” Dec. 28, 1852. “Touched at Mangee, bought some things from the wreck of ship Francis and took eight of her crew as passengers.”

[Continued]

[754. LOG BOOKS—SHIP “TRIDENT”—*Continued*]

From the entry of Sept. 4, 1858 one might come to the conclusion that the whale is extinct, “*Got the last whale in Arctic Ocean.*” March 1, 1859. “*Very heavy gale commenced . . . at 5 a.m. shipped a heavy sea and Robert C. Baxter was washed over board and was never seen afterwards. Three boats were lost altogether, and the other badly stove, carrying away three davits, a large portion of the bulwarks and a number of loose things off deck. Carried away the main top mast stay, main top sail brace . . . and started the ship to leaking.*”

755. LOG BOOKS. ORIGINAL MANUSCRIPT JOURNALS OF THREE WHALING VOYAGES ON BOARD THE “OCEAN” OF SANDWICH, CAPE COD BAY, MASSACHUSETTS. The heading to each Journal reads,—“Journal of a whaling voyage made in the Brig Ocean of Sandwich. Commanded by J. T. Chadwick.” The first voyage commenced February 26, 1852 and terminated February 16, 1853, a period of one year and ten days. The second voyage commenced May 11, 1853 and terminated January 15, 1854, a period of nine months. The third voyage commenced May 3, 1854 and terminated April 15, 1855, a period of eleven months. *With a few stencil drawings of whales.* In all, 264pp., folio. Bound in one volume, folio, half leather.

1852–1854

THREE VERY INTERESTING JOURNALS OF VOYAGES FROM SANDWICH ON CAPE COD BAY, MASSACHUSETTS. THE FIRST VOYAGE WAS TO THE WEST INDIES, AND NORTH ATLANTIC OCEAN; AND THE SECOND AND THIRD WERE TO THE NORTH ATLANTIC OCEAN OFF THE CANARY ISLANDS. Log books of whaling expeditions from Sandwich, Massachusetts, are very rare, most of the whaling vessels sailing from the port of New Bedford. These journals give a minute account of the happenings on board, ships sighted and “spoke,” whales seen, whales taken, etc. At the end of the volume is a record of the barrels of oil procured.

In the first Journal the following page headings are to be found, —Brig Ocean on a Whaling Voyage bound for San Bay, W. I.; Bound for the Bay of Mexico; In the Bay of Mexico; In the Straits of Florida; On the Charleston Ground; At the Azores; Off Ar. Maria & Stean Grounds; North West from Flores; Cruising off the Canaries; N. W. off Lancerote; etc. Some of the headings to

[ *Continued* ]

Bound for the West Indies 1853.

Journal of a whaling voyage made  
on the Brig Ocean of Ipswich in the  
Atlantic Ocean commanded by G. F. Chadwick,  
which commenced Feb 21<sup>st</sup> 1853 and terminated  
Feb 16<sup>th</sup> 1853.

Wednesday Feb 21<sup>st</sup> 1853.

Began with strong breezes from the West and  
clear at 8 A.M. the first course was S. E. by E. of wind  
way, and stood out in winds light these remained  
constant at S. E. by E. and S. S. E. all morning  
but in hours to come the sea became

Friday Feb 27<sup>th</sup>.

Began with strong breezes from the East and  
fine weather at 9 A.M. striking up the 3<sup>d</sup> boat of three  
hours about 1 P.M. saw two land from 8 to 10 miles  
off miles south east light winds continuing so that  
these days we made but little progress  
employed fitting the boats to end

Sat Feb 29 1853

[No. 755]

the pages to the second and third Journals read,—Western  
Ground, At the Canary Island, In the Mar. Pequeno Sea, Off  
Alagranza & St. Claire, Narrow Sea, Cruising off Lancerote,  
Cintra Bay, etc.

The following are two of the interesting entries to be found in  
these Journals (others are worthy of quotation, but space does not  
permit),—November 26, 1853 ". . . at 7 a.m. sperm whales  
breaking 10 miles to windward, the Barque Oceola of New Bedford  
in chase of them. At 11 lowered 2 boats and pulled to windward."  
November 27, 1853 ". . . at 3 p.m. the boats got up with the  
whales, found two of the Barques boats amongst them and the Barque  
lying to within half a mile. Our two boats pulled up and struck one  
whale taking to the windward. The other whale in the agonies of  
death run afoul the Barque striking her rudder and spouting blood  
all over her stern. The whale then went round the ship and drove off  
one of the mates in the act of taking up his boat. The whale then  
turned up at 10 p.m. . . ."

[SEE REPRODUCTION]

756. SAILING VOYAGE. Manuscript Diary, in pencil, kept by an American sailor of a voyage from Australia to Calcutta (Nov. 30, 1845 to Jan. 27, 1855) and continuing from Calcutta to Boston (March 1 to May 13, 1855). Small 4to, full roan.

AN INTERESTING DIARY. Undoubtedly written by a person of culture who went aboard ship in search of adventure, as the diary is intellectually written, one of the entries being,—“*The last two days I have been employed tarring down as it is called, which implys putting tar on the rigging, and to a person who is very particular about their hands would not find the job very agreeable.*” There is also a personal diary written between the period June 6, 1858 to Sept. 24, 1858, containing some interesting entries.

757. SHIP “HELENA.” MANUSCRIPT JOURNAL “on board Ship Helena” [Captain D. P. Benjamin]. Two voyages to China from October 30, 1841 to May 5, 1845. 54pp., folio, wrappers. In half morocco case.

Well-kept log giving detailed reports on nautical conditions on trips to the Far East, where some of the ports-of-call are Valparaiso, Anger Roads, Callao, Hongkong and Whampoo.

758. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL, INCOMPLETE, OF A WHALING VOYAGE ON BOARD THE SHIP “HARRISON” OF NEW BEDFORD TOWARD THE WESTERN ISLANDS. Capt. Samuel T. Braley. Covering a period from July 13, 1854 to September 16, 1857. *With 10 drawings of whales.* 34pp., folio, half leather.

1854-1857

AN UNPUBLISHED, BUT UNFORTUNATELY INCOMPLETE, JOURNAL OF A WHALING VOYAGE. The pages containing the entries from November 23, 1854 to August 9, 1856 are extracted. Some pages of the log written in pencil.

Gives an account of the daily routine on board, ships sighted or spoke, whales seen and whales taken, etc., also places sighted.

On the inside of the back cover is an ORIGINAL PEN-AND-INK SKETCH, probably by Captain Braley, of the *Harrison*, with inscription “*Harrison. New Bedford*” beneath. Also on last leaf is a sentimental poem of five verses, probably original.

759. LOG BOOK. ORIGINAL MANUSCRIPT JOURNALS OF TWO WHALING VOYAGES FROM NEW BEDFORD, MASSACHUSETTS. Log book containing the voyages of the whaling vessels "Swift" and "Oneida," Frederick Vincent, Master, covering the periods June 18, 1853 to December 3, 1856, and, April 21, 1860 to December 7, 1861. *With stencil drawings of whales and the number of barrels yielded by each to be found throughout the log of the "Swift."* In all 370pp. Both logs in one volume, folio, half roan. 1853-1861

A VERY LONG AND UNPUBLISHED AND INTERESTING LOG KEPT BY FREDERICK VINCENT, MASTER, OF TWO WHALING VOYAGES IN THE SHIPS "SWIFT" AND "ONEIDA," FROM NEW BEDFORD, MASSACHUSETTS.

The *Swift* left New Bedford on June 18, 1853 and returned to port December 3, 1856, completing a voyage of 41 months and 14 days, during which time whales were sighted 87 times. The *Swift* operated in the Pacific Ocean, and touched several ports, some of the entries being "*In the Pacific Ocean West of New Zealand*," "*West of French Rock*," "*North off Sunday Island*," "*Bound North off Navigator's Islands*" (now known as the Samoan Islands), "*In Port of Apia, Upola*," "*Off Sunday Islands*," "*Bound to the Line*" (the Equator), "*Between Hope & Taswell Islands*," "*West from the Three Kings*," and "*Homeward Bound*."

The log of the *Oneida* was not begun until actually at sea, the entries dating from April 21, 1860 to December 7, 1861, completing a voyage of 20 months. This vessel operated in the same waters as the *Swift*, some of the entries being "*South from Howes Island*," "*Bay of Islands*," "*French Rock*," "*Sunday Islands*," etc.

These logs record the various locations of the vessels, their position each day, the climate, incidents aboard ship, works performed, whales sighted, whales taken, vessels sighted, various Islands off which the vessels were whaling, ports touched, and other interesting data. In the log of the *Swift* are found, offhand, the following entries: On November 12, 1853, the Master records having had to flog one of the men for attempting to strike the mate, which he states was "*much against my will, but I considered that it must be done to maintain order on board my ship.*" On December 18, 1853 "*In the Pacific Ocean West of New Zealand*" he records having sighted two vessels. On October 2, 1854 "*N. E. off Sunday Island*" part of the entry reads "*at 10 a.m. saw a spot of very light green water & run for it & found it to be a boiling & throughing [sic] up Selphor [sic] in large quantity and it had the*

[Continued]

[759. LOG BOOK—SHIP "SWIFT," ETC.—Continued]

*aperence of milk, the shoal aperard to be about  $\frac{1}{4}$  of a mile long, and a very strong current seting N. W. but I could not find bottom in 60 fathoms, but I have no doubt that there is bottom in less about close by it . . .*" In the margin is the annotation "*here saw a submarine eruption.*" On June 16th "*N. E. from Sunday Islands*" he writes "*at 1 p.m. saw the Alpha of Nantucket a chasing whales and made sail for her . . .*" There are many other interesting entries, but they are too numerous to mention.

760. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "ONWARD" OF NEW BEDFORD. "Ship Onward of New Bedford. Bound on a Whaling Voyage to the North Pacific Ocean Oct. 17, 1854." Covers the period October 17, 1854 to May 30, 1858, about four and one-half years. 182pp., folio, half leather.  
1854-1858

A VERY EXTENSIVE AND INTERESTING WHALING JOURNAL, WRITTEN IN A CLEAR LEGIBLE HAND, giving accounts of the work accomplished each day, whales seen, whales taken, ships "spoke," incidents on board the ship, etc. Between the dates of June 25, 1856 and November 1, 1856 there are no entries and there are 10 blank leaves in between those dates.

On the first day out one of the men, named Jose, was killed by the main top gallant sail falling on him, and on the following day he was buried, the entry reading "*at 8½ read a chapter in the bible, 7 chapter of Ecclesiastes and bearried him at 9.*"

Among some of the places mentioned are,—Valparaiso, St. Georges Island, Paromusure Islands (Paramuschir Islands), Oloia Island, Lahaina, Oahu, Rurik Islands, Straits of Corea, Kosina Island, etc.

The following are some of the entries: Jan. 17, 1855. "*Coms. with a heavy gale . . . at 8½ p.m. a sea struck the ship under the s. bow which stove the head to pieces and started the plank on the forecassel or pitch [pitch] in the seams which cassed [caused] it to leak and stove in the galley & besides filling the deck with water*"; June 8th, 1855. ". . . Saw right whale lowered without succes, the boat-steerer pitched overboard accidentally and in consequence lost the whale . . ."; Aug. 25, 1855. ". . . Lowered for the whale, at 2 struck and the whale run for 4 hours, capsized my boat, cut the line and the whale went off with 300 fathoms of line, 2 irons, one spade . . ."; May 8, 1856. ". . . at 1 p.m. tack in toward the Abon Island; at 2 p.m. I went on shore with 2 boats and got 1½ barrels of Gull eggs . . ."; and others.

A REMARKABLE COLLECTION  
OF LETTERS DWELLING UPON PIRATES,  
SEA-FARING AND EARLY COMMERCE

— 3 —

761. MORGAN (CAPTAIN JAMES). A Collection of 63 Auto-graph Letters mainly signed in full or with the initials of Captain James Morgan. Together, 143pp. small folio and 4to. Addressed from Havana, New Orleans, Falmouth, Charleston, Providence, Belize, Albany, and other places, various dates from Nov. 20, 1821 to August 15, 1840; [ALSO] The New York Journal of Commerce and Gazette. Monday, Sept. 21, 1840. 4pp. atlas folio. [Contains an account of the death of Captain James Morgan.] All enclosed in leather folder.

A MOST INTERESTING AND UNUSUAL COLLECTION OF LETTERS WRITTEN BY CAPTAIN JAMES MORGAN OF NEW YORK, GIVING HISTORICAL SIDELIGHTS UPON THE TIMES BOTH ON LAND AND SEA, FREQUENTLY MENTIONING PIRATES. The letters are divided into three sections: 1. Early sea-faring days; 2. The session of the Legislature at Albany. His experience as a legislator, etc.; 3. Later sea-faring days. A brief synopsis of some of these communications follow:

Havana, Nov. 20th, 1821. Concerns insurance of the Schooner *Huntress* and the cargo of fruit and sweet-meats;

Havana, Feb. 14th, 1822. Speaks of being delayed by gales, encountering no pirates on the way, though always on the alert for them. The captain's cabin was robbed, but it was found difficult to secure the villains. Much of the booty, however, was recovered. Such instances being so frequent little was thought of them;

Havana, Feb. 20th, 1822. Discharge of Cargo, Insurance, etc.;

Havana, March 7, 1822. Pirates being very common on this coast, numerous guns on board and passengers all armed. Vessel looks like a man-of-war;

Havana. May 4th, 1822. Mentions the Spanish brig *Brillante*. Speaks of tempestuous voyage and of pirates; New Orleans. May 18th, 1823. Business, bills for repairs, etc. Discussion of financial difficulties;

[Continued]

- Quarantine, June 24th, 1823. Account of voyage from New Orleans to New York. Passenger wants a \$4.00 hat sent down to him;
- Falmouth, Aug. 24th, 1823. Account of voyage; must wait until Sept. 5th to join convoy off Cape Negril, otherwise can get no passengers. Mutiny and desertion of seamen. Description of the port;
- Falmouth, Dec. 1, 1823. Most of cargo sold for cash in hand. Description of passage out. Tells of improvement in ship since overhauling. Overtaking of the sloop *Caroline*. Off Cape St. Nicholas the vessel fell in with a sloop and a small schooner which appeared to be of suspicious character. The vessel was prepared for action, and the pirates seeing the glint of sunlight on the arms hove about. An hour later an English frigate appeared;
- Providence, March 10th, 1824. Cargo of corn shifts;
- Alvarado, May 27th, 1824. Loading for Havana. Convoy under brig of war sailing. Competition of English goods, etc.;
- Albany, Jan. 25, 1824. Account of the diplomacy and the wiles which must be exercised in order to obtain a charter. Discussion of current legislation, etc.;
- Albany, Feb. 18, 1825. The Committee's time has been taken up with unimportant private bills. The House has been on the Black Rock Canal Bill. Upon being called before the Senate the writer excused himself by saying he was a sailor knowing nothing of banking practices;
- Albany, Feb. 19, 1825. The writer meets Gov. Clinton, Mr. Ward and other influential people;
- Albany, March 26, 1825. Business matters. Gov. Clinton's party on the ebb and old republicanism gaining ground;
- Havana, Feb. 2, 1827. Capt. Morgan arrives in Havana after a severe and tempestuous passage, the worst in his experience, and had the ship not been an excellent sea craft, she would have foundered. A fleet of Spanish men-of-war has blockaded Commander Porter at Key West, and two frigates and a brig arrived at Havana. Part of the letter reads: ". . . on the 1st of this month a British Sloop of war went out from this port and in the afternoon fell in with a Spanish Privateer Ship called the *Famà* of 22 guns. The Spaniard set English colours when the Englishman fired a gun at Him this was Returned with a broadside and afterwards a trifelling action took place . . . the Spanish people here greatly irritated . . .

## [761. MORGAN—A. L. S.—Continued]

August 15, 1840. Bears the inscription: “*The last letter from my lamented brother, Capt. James Morgan,*” (in the handwriting of G. C. Morgan, the poet). The letter mentions the loss of the schooner *Wanderer* with a cargo of rice and cotton, valued at \$25,000.00. Capt. Morgan leaves by railroad for Cape Hatteras, the scene of the wreck, and, as it turned out, of his death.

762. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE “CALLAO” OF NEW BEDFORD TO THE SOUTH ATLANTIC. CAPT. FREDERICK S. HOWLAND. COVERS THE PERIOD SEPTEMBER 2, 1862 TO AUGUST 30, 1865. 200PP. FOLIO, HALF LEATHER. 1862-1865

A VERY LONG AND INTERESTING WHALING LOG. Records the various ships spoke, the weather conditions, places stopped at, occurrences on board, whales taken, etc.

At the end of the volume are 27 stencil drawings of sperm whales. In the first column, marked “L. B.” are fifteen stencils, in the second column, marked “W. B.” are six, and in the third column, marked “B. B.” are six. Also an itemized list of barrels of oil procured during the second and third season, which the above log covers. One sheet is headed “*Whale Oil for ship Rio Grand.*”

Among other entries are the following,—February 18, 1863. “*At 5 a.m. saw sperm whales, lowered away and chased. The ‘Falcon’ in pursuit of the same whales at 9 a.m.*” Febrary 19, 1863. “*Strong breeze from the N by W under a heavy pressure of sails endeavoring to work up to our boats. At 2 a.m. the boats came on board. Whales had been gallied by the 2nd mate on board of the ‘Falcon’ by pulling onto his eye, an may the curse of God go with him for taking an hundred bbls. Oil from us;*” Jan 14, 1864. “*At 5 p.m. two of the boatsteeres got to fighting with the cook in the steerage about meat (Edward S. Manchester and William H. Patter). Manchester afterwards insulting the Captain for which he gave him his choice to acknowledge to him for breaking the rules of the ship or go into the forecastle . . .;*” Under date of June 27, 1864 is an entry written in by a British Naval Officer reading,—“*I Charles James Bigley, Second Master in her Britannic Majesty’s Navy, in pursuance of an order . . . searched the barque ‘Callao’ of New Bedford and found her papers in regular order and that she is employed on lawful objects. Dated 27th June 1864, off . . . W. C. Africa.*” For July 4-5, 1864, the entries cover two folio pages, regarding trouble between the Captain and the Mate.

763. UNITED STATES NAVY. Twenty-four Letters Signed, and Autograph Letters Signed. 53pp., folio, 4to and 8vo.

A FINE COLLECTION OF MUCH HISTORICAL IMPORTANCE; comprising:—

Shaler (Wm.: Consul for the Barbary Regions), U. S. Ship *Erie*, Nov. 8, 1817; Bainbridge (Com. William). U. S. Ship *Columbus*, 1 Sept., 1820, and 18 Aug. 1821; Morris (Com. Charles), 20 July 1834, and 8 Feb. 1849; Porter (Com. David), (1843); Lanman (Admiral Joseph), Feb. 21, 1849 and April 13, 1857; Thatcher (Admiral Henry K.). U. S. Flag Ship *Glasgow*, New Orleans, April 24, 1865; Andrew (John A.), Nov. 25, 1861; Preble (Admiral Geo. Henry); Dewey (Admiral George), Oct. 31, 1877, Sept. 30, 1878, Aug. 10 and Sept. 24, 1879; Sigsbee (Capt. C. D.—commander of the *Maine* when destroyed). Feb. 11, 1878, and another, same date; Schley (Admiral W. S.), Savannah, Jan. 16, 1902; Dickerson (M.—Secretary of the Navy). Sept. 3, 1837; Paulding (J. K., Secretary of the Navy). Dec. 10, 1839; Patterson (C. P.—Supt. Coast Survey). Feb. 26, 1878; Twiggs (Priscilla Decatur). Jan. 10, 1849; Admiral R. W. Meade). June 7 and 19, 1895.

The paper on Commodore Porter, written for his widow, recites his services in Mexico and elsewhere; Admiral Thatcher, in four closely written pages, records the movements at Mobile, New Orleans, etc., in which he commanded; Secretary Dickerson's letter gives location of the several ships, and their special duties in 1837; Mrs. Twiggs requests recognition of the Government as the niece of Commodore Decatur (her husband Major Twiggs and only son fell in the Mexican War).

Many of the other letters contain material of historical interest.

764. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A WHALING VOYAGE ON BOARD THE "MORNING STAR" OF NEW BEDFORD. "Barque Morning Star. Capt. C. E. Allen. Bound to Hudson Bay." With 15 quarter, half and full drawings of whales. Covers the period May 14, 1864 to October 14, 1865. 100pp., folio, boards.

1864-1865

A VERY FINE UNPUBLISHED AND INTERESTING WHALING JOURNAL. VERY CLEARLY WRITTEN. The voyage netted its owners 1170 barrels of whale oil and 17,900 pounds of whale bone. Captain Allen has set down the places sighted, names of whaling grounds, places where the ship anchored, incidents on board, ships spoke, whales captured, etc.

[Continued]

[764.] LOG BOOK—SHIP “MORNING STAR”—*Continued*]

Among some of the places mentioned in this journal, are,—Repulse Bay, Cumberland Inlet, New Boyan, Blacklead Island, Beads Harbor, Marble Island, Depot Island, and other places.

Among some of the entries are:—September 30, 1864. “Several natives came abord with ther boats and skins, the captain gave them their passage to Cumlerland Inlet.” December 24, 1864. “Cleared out the house for dancing. The natives and Brigs crew came abord.” Jan. 21, 1865. “Thare is a dance going on hear today. Part of the crew of Brig. Pioneer and Schooner Leader is abord hear, and a good many natives.” An entry on February 8, 1865 denotes that the cooper was cheated in the puchase of his mattress, the entry reading “The cooper found his matriss filled with shaveings. Bought it from Doane & Williams for a husk matress.”

765. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF WHALING VOYAGE ON BOARD THE BARK “OHIO” OF NEW BEDFORD. “Log. Bark Ohio J. W. Stapleford Master from New Bedford for Atlantic Ocean.” Covers the period May 16, 1864 to April 18, 1868. 97pp. folio, boards. May 1864—1868

INTERESTING ACCOUNT OF WHALING TRIP. The log gives the names of ships and places sighted, the fish caught and sighted and the places the boat put into port. A list of provisions is given at the end of the log. Some of the places mentioned are,—Island of Fayal, where provisions were brought on board, Cape Verde, St. Helena, James Town where 3 bbls. of oil were sold, Elephant Bay and Santa Cruz.

Throughout the voyage the captain had difficulty with the First Mate who had asked to be discharged at James Town but was refused his dismissal by both Captain Stapleford and the Consul at James Town. On October 25th, 1864 the bark was struck by lightning—“at 6 P.M. the main Royal mast was struck by lightning which split it to peaces . . . shivering the Main Top Gallant-mast & from thence to the deck tearing up the sheathing alongside the main bits and passed between decks . . . filling the cabin and steerage with heavy blue smoke.” Part of the charge against the Mate, Mr. Waldron, reads,—“You have wilfully neglected your duty as you have acknowledged to me by saying you have not cared for a long time how anything on board the ship went which is also a betrayal of the trust reposed in you by the Owners.” An entry on August 17th, 1867 reports “that Louis Antoine Portugese had struck him (William Conrad) and abused him which are contrary to my ways . . . I then told the steward to bring up a pair of irons.” On August 19th, 1868 another fight in the crew is recorded.

766. LOG BOOK. ORIGINAL MANUSCRIPT JOURNAL OF A SEALING AND WHALING VOYAGE ON BOARD THE SCHOONER "FRANKLIN," FROM NEW LONDON TOWARDS THE WESTERN ISLANDS. From July 17, 1784 to March 3, 1875. 106pp., folio, cloth. 1874-1875

AN UNPUBLISHED, INTERESTING JOURNAL OF A SEALING AND WHALING VOYAGE, giving an account of their course to the Western Islands, touching amongst other points, Cape Verde Islands, Adventure Bay, Cumberland Basin, Sandwich Beach, Royal Bay, Little Harbor, Port Stanley, Pernambuco, Falklands, etc., finally back to New London.

The pages give an interesting account of the seal-skins and blubber taken, together with the notes made by the navigating officers. The log tells of the killing of the seals, which are called "elephants," giving various accounts of the seal-hunting expeditions. The log further speaks of the discovery of a new seal rookery, obtaining 419 skins, also mentioning the preparing and salting of the seal-skins and blubber. After finishing the boiling, 100 casks are filled with oil.

In another part the log speaks of the schooner making too much water, in which case it was necessary to have the pumps constantly manned. During the voyage through a scarcity of provisions, the crew was reduced to salt beef and hard bread.

There are numerous other equally interesting entries.

Laid in, is an Inward Foreign Manifest, reporting and manifesting the Cargo laden on board of the Schooner "Flying Fish." J. B. Neale, Master. Built at Essex, Mass., owned by S. D. Lawrence and F. W. Lawrence, merchants at New London.

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## RARE WHALING, MARINE AND NAVAL RELICS

*Numbers 767 to 787, Inclusive*

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### A COLLECTION OF WHALE BONE JAGGED WHEELS

Made by the early whalers to be brought home after a long voyage to wives or sweethearts. These jagged wheels were used to crimp the edges of the pie crusts.

*Numbers 767 to 778, Inclusive*

767. WHALE BONE JAGGED WHEEL. Carved flat-shaped handle with revolving sunburst wheel and pronged fork. Length, 6½ inches.

768. WHALE BONE JAGGED WHEEL. Carved grip, terminating in revolving sunburst wheel. *Length, 5½ inches.*
769. WHALE BONE JAGGED WHEEL. Turned balustered handle, terminating in revolving sunburst wheel. *Length, 5 inches.*
770. WHALE BONE JAGGED WHEEL. Turned balustered handle, terminating in revolving sunburst wheel. *Length, 6 inches.*
771. WHALE BONE JAGGED WHEEL. Turned shaft with inlaid rings. Knobbed handle, terminating in revolving sunburst wheel. *Length, 6½ inches.*
772. WHALE BONE JAGGED WHEEL. Turned shaft with dice head, terminating in pierced and revolving sunburst wheel. *Length, 7 inches.*
773. WHALE BONE JAGGED WHEEL. Flat-shaped shaft, terminating in revolving sunburst wheel. *Length, 6¼ inches.*
774. WHALE BONE JAGGED WHEEL. Straight square shaft with varied ringed motif, terminating in petaled revolving wheel. *Length, 7½ inches.*
775. WHALE BONE JAGGED WHEEL. Shaped flat hand grip with ringed handle and terminating in revolving sunburst wheel. *Length, 7½ inches.*
776. WHALE BONE JAGGED WHEEL. Shaped flat hand grip, terminating in revolving sunburst wheel. *Length, 5½ inches.*
777. WHALE BONE JAGGED WHEEL. Pierced and double paneled grip, terminating in revolving sunburst wheel. *Length, 6¾ inches.*
778. WHALE BONE JAGGED WHEEL. Turned shaft with ball finial. Fitted with revolving sunburst wheel. *Length, 5½ inches.*



[ No. 779 ]

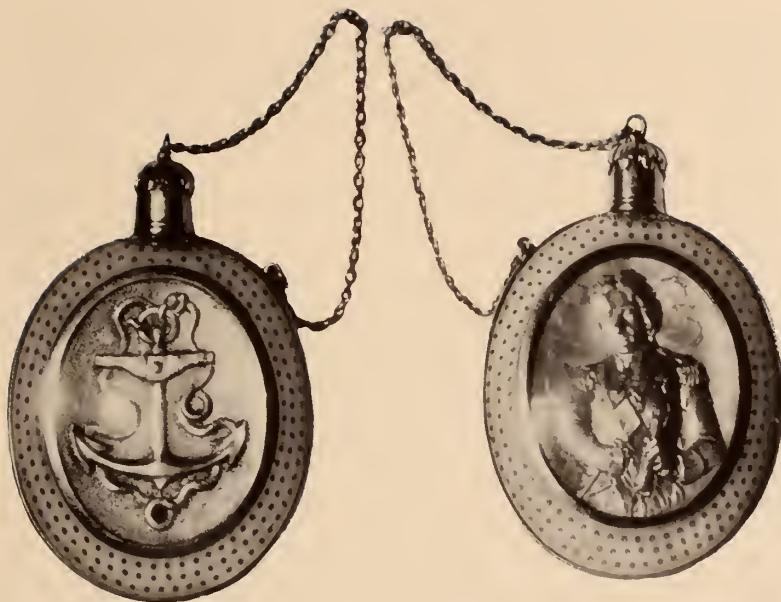
779. WHALEMAN'S SEA CHEST OF PAINTED PINE. Oblong hinged top, disclosing interior with compartments and original rat tail hinges and lock. Set on molded base. The top with finely painted scene of the early American whaling ships in full sail amid a school of whales, showing the whale boats in various stages of capturing the whale and cutting in. The panel framed in rope motif with the rest of the chest painted deep green. *Height, 18; length, 48 inches.*

[SEE REPRODUCTION]

780. HARPOON. Toggle-harpoon, with original wood handle, and old hemp rope. *About 5½-feet long.*

A fine memento of whaling days. This harpoon has a movable blade, instead of a fixed barb; the instrument used in first striking a whale (when explosives were not employed), for fastening it to the whale-boat by means of a tow-line, so that the boat might be hauled up to the whale, and the latter be killed by hand-lancing at close quarters.

781. SCRIMSHAW DECORATED WALRUS TUSK. Fine large specimen of a walrus tusk decorated with finely etched scene of an early Naval engagement. Several fine large Spanish ships in the foreground firing on an English squadron in line formation. *Length, 22 inches.*



[ No. 782 ]

782. LADY HAMILTON'S GOLD AND ENAMELED SCENT BOTTLE.

Presented by Lord Nelson. Circular flat glass scent bottle, with gold stopper attached to dainty chain, the front with oval embossed gold medallion portrait of Admiral Lord Nelson, holding in his left hand a Mariner's glass. Reverse, anchor with entwined hawsers. Both medallions surrounded by gold frame and cream enameled border studded with gold star decoration and bound at edge with gold band. *Height, 3½ inches. English, Eighteenth Century*

THIS EXCEEDINGLY FINE SCENT BOTTLE, a masterpiece of the early goldsmith's art was made for Lady Hamilton at the order of Admiral Lord Nelson after the Battle of the Nile. For many years it was owned by a prominent English Earl and later was on exhibition at the London Museum.

[SEE REPRODUCTION]

783. SCRIMSHAW DECORATED WHALE TOOTH. Decorated with a Sea Captain taking leave of his family; flying eagle, anchor, sextant and world globe. *Length, 4½ inches.*



[No. 784]

784. FARRAGUT (ADMIRAL DAVID G.). TELESCOPE, once the property of Admiral D. G. Farragut of the United States Navy. *Length when closed, 25 $\frac{3}{4}$ ; when open, 38 inches. Diameter at base, 2 $\frac{1}{2}$  inches. Diameter at top, 1 $\frac{5}{16}$  inches.* With a protective covering of woven rope.

The telescope has the following engraved inscription: "D. G. Farragut, U. S. N. Spencer, Browning & Co. London, Improved."

A fine memento, reminiscent of the Civil War and of this eminent American officer.

[SEE REPRODUCTION]

785. SCRIMSHAW DECORATED WALRUS TUSK. Panoramic view, etched in black with whaling ships, long boats and icebergs. *Length, 20 inches.*

A VERY FINE EXAMPLE.

786. PAIR OF SCRIMSHAW DECORATED WHALES' TEETH. One with etched decoration of the Frigate *President*, flying the American flag; the other with an English Frigate in a sinking condition with her flag in distress. *Etched in black and in colors. Length, 5 $\frac{1}{2}$  inches.*

787. Two SCRIMSHAW DECORATED WHALES' TEETH. One with a Brig of War in sail, the other with a flying eagle. *Lengths, 5 $\frac{1}{2}$  and 5 inches.*

# ORIGINAL OIL PAINTINGS AND PORTRAITS

MARINE, NAVAL AND YACHTING PAINTINGS  
AND PORTRAITS OF THE EIGHTEENTH AND  
NINETEENTH CENTURIES

Numbers 788 to 837, Inclusive

•—•

788. SAILING VESSEL. Merchant Vessel in full sail, flying the American flag; pennant at masthead with "N. Y." on it. To the left is a lighthouse on a high rock. Painted by J. E. Butterworth. ORIGINAL OIL PAINTING, *on canvas*. Length, 30; height, 20½ inches. Framed.
789. EARLY AMERICAN YACHT RACING PAINTING. Rounding the Buoy Off Sandy Hook. By J. E. Butterworth. OIL PAINTING, *on canvas*. Signed lower right. Height, 19½; length, 29½ inches. Framed.  
Six sloop yachts are depicted rounding a buoy off Sandy Hook with distant early steamer outward bound. The artist has portrayed the yachts in a squally setting with a choppy sea and clouded sky.  
Companion to following lot.
790. EIGHTEENTH CENTURY MARINE PAINTING. An English Frigate at Anchor in the Harbor of Lisbon. OIL PAINTING, *on canvas*. Height, 16; width, 24 inches. Framed.  
Finely drawn Eighteenth Century Frigate lying at anchor in a cove with several fine Spanish Men-of-War in a shipyard to the right. In the foreground are various edifices, fishing boats and fishermen.  
Companion to preceding lot.
791. JACOBSON (ANTONIO—American 1905). Packet Boat "Columbia" of the Black Ball Line. OIL PAINTING, *on canvas*. Height, 22; width, 36 inches.  
The American Packet Ship *Columbia* was built by Webb and Allen of New York in 1843 and was used in the New York to Liverpool trade, under the chartership of the famous Black Ball Line.



[ No. 792 ]

792. EARLY CUP RACE MARINE PAINTING. The American Yacht "Dauntless" on the Outstretch. By J. E. Butterworth. OIL PAINTING, *on canvas*. Signed lower right. Height,  $19\frac{1}{2}$ ; length,  $29\frac{1}{2}$  inches. Framed.

The *Dauntless* off Staten Island with all sails drawing overtaking her English rival. A harbor scene with early tow boats and clipper ships and distant fort discernible.

[SEE REPRODUCTION]

793. SHIPWRECK. Storm at Sea. OIL PAINTING, *on canvas*. Height, 15; length,  $23\frac{3}{4}$  inches. Framed and glazed.

FINE MARINE PAINTING, depicting a side-wheel steamer in a storm, the waves washing over the deck; wreckage in the water; at the bow of the vessel may be seen a group of men, others scurrying up to the masts; the sky is very hazy, with a patch of bright light showing.

794. ACTION BETWEEN AN AMERICAN PRIVATEERSMAN AND A BRITISH SLOOP—War of 1812. By Jean Francois Garneray. OIL PAINTING, *on academy board*. Signed in lower right,—“Garneray.” Height, 15; length, 20½ inches. In a fine old appropriate gilt frame studded with stars, in the center of the top part of frame an eagle with outspread wings. Circa 1814

VERY FINE PAINTING depicting an American Privateersman taking an English sloop of war. The American ship, which is astern of the British vessel, is firing from the port side guns; the English vessel, with a mast shot away, is at a disadvantage, not being able to swerve and train its guns on the American vessel.

The scene was painted by Jean François Garneray, a French marine painter, born in Paris, 1783. He served several years in the navy. He painted naval battles with success, and designed and engraved many views of French ports.

On the back of the board is pasted a sheet of paper, with the following thereon,—“*Mr. Garneray, Rue du Faubourg Montmartre No. 13 in Paris, paints every kind of landscape and sea pieces, forwards his works to America in three months' time provided the money may be sent to him or good warrant given.*”

### THOMAS WHITCOMBE

Born, 1760; died, 1825. Practiced in London painting marine subjects. His vessels were well and accurately drawn and his work of a high class. His productions were in great demand by the publishers. “The Naval Chronicle,” “The Naval Achievements of Great Britain,” and “The Naval Chronology” were among the publications to which he largely contributed, most of these having been reproduced in colored aquatint. He was a constant exhibitor from 1783 to 1824.

795. WHITCOMBE (THOMAS). The “Chesapeake” and “Shannon.” WATERCOLOR DRAWING. Height, 13; width, 17 inches.

A finely executed drawing at the height of the action. This famous action took place June 1, 1813. The *Shannon* commanded by Capt. P. B. V. Broke defeated the *Chesapeake* commanded by Capt. James Lawrence. Having been boarded, a desperate hand-to-hand fight ensued, after which the *Chesapeake* surrendered. Capt. Lawrence was killed during the action.



[No. 796]

796. EARLY NAVAL PAINTING. The Attack on the English Fleet by French Men-of-War. OIL PAINTING, *on canvas*. Height,  $23\frac{1}{2}$ ; length, 35 inches. Framed.

The center depicts an English Man-of-War returning the fire of many small sloops and brigs flying the French flag. The engagement is spirited with the Englishman making a gallant defense against the smaller vessels which have entirely surrounded him.

[SEE REPRODUCTION]

797. PERKINS (GRANVILLE—American). Castle Williams, Governor's Island. OIL PAINTING, *on canvas*. Height, 18; width, 22 inches. Signed and dated 1895.

A finely painted composition depicting the old fort on Governor's Island with a view of lower New York and its shipping. Painted before the days of the "sky-line."

798. SMITH (T. EVANS—American). Schooner "Cassie F. Bronson." OIL PAINTING, *on canvas*. Mid-Nineteenth Century. Height, 26½; width, 44 inches. Signed.

A fine portrait of this well-known schooner, full-rigged, putting out to sea.

799. EARLY MARINE PAINTING. An English Frigate in Full Sail. OIL PAINTING, *on canvas*. Height, 12½; length, 19½ inches. Framed.

Frigate before a stiff breeze with all sails set. The artist has portrayed the ship in great detail and has pictured a rolling sea and clouded sky.

### SAMUEL LOVETT WALDO

*American 1783–1861*

Born at Windham, Connecticut; April 6th, 1783. Worked at the Royal Academy, London, with Benjamin West and John Singleton Copley, painting portraits for three years in that city. Returned to the United States in 1809 and remained in New York until his death on February 16th, 1861. One of the founders of the National Academy of Design.

800. WALDO (SAMUEL LOVETT). Portrait of Oliver Hazard Perry, Commodore American Navy, 1785–1819. OIL PAINTING, *on panel*. Height, 30; width, 24 inches.

Oliver Hazard Perry was born in South Kingston, Rhode Island, August 23, 1785. At 15, he was Midshipman, serving on the sloop-of-war *General Greene*; with Commodore Preble at Tripoli; commissioned a Lieutenant in 1810, and placed in command of the schooner *Revenge*. Early in 1812 he was placed in command of a flotilla of gun-boats in Newport Harbor. Defeated the British Fleet on Lake Erie, September 10th, 1813, at age of 27. He went to the West Indies against the pirates, in 1819, on board the *John Adams*. Died from the effects of yellow fever on his 34th birthday, August 23, 1819.

A FINELY PAINTED PORTRAIT AND A CORRECT LIKENESS OF THIS FAMOUS AMERICAN. The portrait has been engraved by David Edwin.

[SEE FRONTISPICE FOR REPRODUCTION]

801. VIEW OF NEW YORK FROM HOBOKEN, 1850. American  
Artist unknown. OIL PAINTING, *on board*. Height, 13;  
length, 20 inches.

A rather crude but colorful view of the city of New York in the fifties.

802. CHINESE MARINE PAINTING. S. S. "Belgic." By Yen  
Oua, 1885. OIL PAINTING, *on canvas*. Height, 18;  
length, 23½ inches. Signed and dated on back, "Yen  
Oua portrait painter Queen's Road No 93 Hong  
Kong." Chinese, 1885

A well painted portrait of this famous ship.

803. JACOBSEN (ANTONIO). The Celebrated Clipper Ship  
"Young America." OIL PAINTING, *on canvas*. Height,  
22; length, 36 inches. Signed and dated.

A finely painted portrait of the famous California Clipper Ship *Young America*, built by William H. Webb of New York, in 1853 for George Daniels. She was of 1962 tons and commanded by David S. Babcock. She sailed from New York to San Francisco in 1854 in 103 days. The *Young America* was considered one of the finest American clippers.

804. EARLY MARINE PAINTING. An American Frigate Under  
Sail. OIL PAINTING, *on canvas*. Height, 12½; length,  
19½ inches. Framed.

Graceful American Frigate is pictured sailing before the wind.  
Distant hilly landscape. Man-of-War at anchor in offing.

805. EARLY MARINE PAINTING. The Regatta. OIL PAINTING,  
*on canvas*. Height, 13; length, 20 inches. Framed.

Harbor scene with an English Man-of-War bedecked with many pennants and surrounded by racing yachts.

806. EARLY MARINE PAINTING. An American Frigate Riding  
a Gale. American Mid-Nineteenth Century. OIL  
PAINTING, *on canvas*. Height, 11; length, 17 inches.  
Framed.

The Frigate is portrayed in a stormy sea with mizzen course and flying jib riding out the storm.



[ No. 807 ]

807. IMPORTANT HISTORIC DECORATED PINE OVERMANTEL MIRROR. The American Privateersman "Yankee" Landing Prize Captured from Several English Ships off the Coast of Maine during the War of 1812. By Phillip Roos, 1813. OIL PAINTING, *on canvas*. Height, 34; length, 36 inches. Signed lower right. Enclosed in carved pine and gilded frame, below, three section mirror.

The *Yankee* at anchor in a cove with the crew unloading prize captured from various ships on her last voyage. In the distance can be seen another prize ship being brought in by the crew.

[SEE REPRODUCTION]

## EMANUEL LEUTZE

*American 1816-1868*

Born in Germany, May 24, 1816. His parents emigrated to the United States soon after his birth. In 1841 he studied at Düsseldorf. Painted many Revolutionary War scenes, among them, "Washington at Monmouth," "News From Lexington," "Washington at Princeton," and many others. His best known painting "Washington Crossing the Delaware," is at the Metropolitan Museum. National Academician, 1860 until his death in 1868.

808. LEUTZE (EMANUEL). The "General Armstrong" Surrounded by the British Fleet at Fayal, the Azores, September 26th, 1814. OIL PAINTING, *on canvas*. Height, 22; length, 38 inches. 1850

The most desperate and famous combat recorded in the history of privateering was that maintained by the *General Armstrong*, of New York, Captain Samuel C. Reid, in the harbor of Fayal, one of the Azores islands of that name belonging to Portugal. It occurred on the 26th of September, 1814. While she lay there at anchor in a neutral port, she was attacked by a large British squadron under the command of Commodore Lloyd. The attacking vessels consisted of the flag-ship *Plantagenet*, 74; the frigate *Rota*, 44, Captain Somerville; and the brig *Carnation*, 18, Captain Bentham, each with a full complement of men. The *Armstrong* carried only seven guns and ninety men, including her officers.

In flagrant violation of the laws and usages of neutrality, Lloyd sent in, at eight o'clock in the evening, four large and well armed launches, manned by about forty men each. At that time Reid, suspecting danger, was warping his vessel under the guns of the castle. The moon was shining brightly. The launches and the privateer opened fire almost simultaneously and the former were driven off with heavy loss. The first lieutenant of the *Armstrong* was wounded, and one man was killed.

Another attack was made at midnight with fourteen launches and about five hundred men. A terrible conflict ensued, which lasted forty minutes. The enemy was repulsed with a loss of one hundred and twenty killed and one hundred and thirty wounded. At daybreak a third attack was made by the brig-of-war *Carnation*. She opened fire heavily, but was very soon cut up by the rapidly-delivered and well-directed shots of the *Armstrong*, and she hastily withdrew. The privateer was also much damaged. It was evident that she could not maintain another assault of equal severity, so Captain Reid, who had coolly given orders from his

|Continued



[ No. 808 ]

quarter-deck during the attacks, directed her to be scuttled, to prevent her falling into the hands of the enemy. She was then abandoned, when the British boarded her and set her on fire. It is a curious fact that, while the British lost over three hundred killed and wounded during ten hours, the Americans lost but two killed and seven wounded.

A VIVID RENDERING OF THIS FAMOUS EXPLOIT, COLORFULLY PAINTED WITH GREATER FREEDOM AND MORE ARTISTIC EFFECT THAN MOST OF THE HISTORICAL PAINTINGS BY THIS WELL-KNOWN ARTIST.

With framed reproduction.

Purchased from the artist's daughter.

[SEE REPRODUCTION]

809. SHIP "GRAHAM'S POLLY." By E. de Linnig. American, 1857. Oil Painting, on canvas. Height,  $23\frac{3}{4}$ ; length, 32 inches. Signed and dated.

A finely painted portrait of a full-rigged ship sailing at night under a full moon and a clouded sky. An inscription at the lower left reads:—"Ship graham's Polly, Com'd Hayden off start's point, April 15th."



[ No. 810—(1) BOARDING THE SHIP ]

## ROBERT DODD

*English, 1748–1816*

Born, 1748; died, 1816. Marine painter and engraver who lived, early in life, at Wapping Wall. He began art as a landscape painter, later took up marine subjects and in these attained much excellence. Between 1782 and 1809 he was a constant exhibitor of Naval Subjects at the ROYAL ACADEMY. His works had great truth and reality, were extensively engraved and very popular.

810. DODD (ROBERT). (1) *Cutting Out the Hermoine—The Boarding in the Harbor of Puerto Cabello*; (2) *Cutting Out the Hermoine—The Hermoine Towed Out of the Harbor.*" OIL PAINTINGS, *on canvas*. Height, 17; length, 27 inches.

*Cutting Out the Hermoine, October 25, 1799.*

"The British Frigate *Surprise*, 28, Captain Sir Edward Hamilton, arrived off the harbor of Puerto Cabello, in which was discovered the *Hermoine* (late British thirty-two gun frigate), which had on board a crew of three hundred and twenty Spaniards, and

[ *Continued* ]



[No. 810—(2) TOWING HER OUT.]

[810. DODD—CUTTING OUT THE “HERMOINE”—*Continued*]

was moored between two strong batteries mounting one hundred and fifty guns. On the 24th preparations were made to cut the frigate out, and at 8 p.m. Captain Hamilton and about one hundred volunteers quitted the ship in six boats. They were discovered and fired on, but at 12.30 effected a boarding. After determined resistance for a quarter of an hour, the cables were cut, sails loosed, and the boats took the ship in tow. By 2 a.m. on the 25th the prize was out of gunshot, and boats were called alongside. The British had ten men wounded, including Captain Hamilton; the Spaniards, out of a crew of three hundred and twenty, had one hundred and nineteen killed and ninety-seven wounded. The *Hermoine* was restored to the British navy and renamed the *Retribution*. Captain Hamilton was rewarded with the honor of knighthood.”

A DECORATIVE PAIR OF FINELY PAINTED CANVASSES depicting this famous incident of British valor. The forts' full fire sheds a reddish blue light over the action while the waiting ships can be seen in the moonlight.

[SEE REPRODUCTION]

811. JACOBSEN (ANTONIO). "Comet," "Josephine," and "Columbia." OIL PAINTING, *on canvas*. Height,  $7\frac{3}{4}$ ; length, 12 inches. Signed and dated.

A well-painted yacht racing scene.

812. PORTRAIT OF CAPTAIN GEORGE C. STOUFFER. Artist unknown—Early American. OIL PAINTING, *on canvas*. Height, 25; length, 30 inches. Three-quarter length, seated, directed front, left hand holding pen, to the right landscape and sea with full rigged ships.

A WELL-PAINTED PORTRAIT OF THIS BRAVE SEA-CAPTAIN.  
OF GREAT INTEREST TO CALIFORNIANS.

Brass tablet on frame inscribed;—

Presented to Capt'n. George C. Stouffer of the American Ship Antarctic by the undersigned as a mark of esteem for his services in rescuing them and 150 others from the wreck of the unfortunate U. S. Mail Steamer San Francisco, which foundered on the 4th of January, 1854.

Signed;—Capt'n J. T. Watkins,

Mr. Shell, Purser.

Lieu't Winder, U.S.A.

Lieu't Chandler, U.S.A.

Mr. Rankin, U.S.A.

[SEE REPRODUCTION]

813. EARLY MARINE PAINTING. The American Ship Lapland. By L. F. French. 1845. OIL PAINTING, *on canvas*. Height,  $19\frac{1}{2}$ ; length,  $23\frac{1}{2}$  inches. Framed.

Putting out to sea. The ship is outward bound with most of her canvas set. The pilot has just gone over the side.

814. EARLY NAVAL PAINTING. The United States Man-of-War "Pennsylvania." By Thomas Birch. OIL PAINTING, *on canvas*. Height,  $19\frac{1}{2}$ ; length,  $28\frac{1}{2}$  inches. Framed.

The *Pennsylvania* is portrayed hove to with a pilot boat to the right outward bound to meet her.



[ No. 812 ]

815. MARINE DECORATED CARVED AND GILDED MIRROR  
“British Ship Backing her Main Yards to Anchor off  
Gibraltar.” English, Early Nineteenth Century.  
Molded oblong frame, enriched with half rosette  
motifs and flatings, having scrolled brackets at foot.  
Upper panel painted scene in late afternoon. A ship  
with sails lazily hanging to dry. Gibraltar in the dis-  
tance. Frame apparently of a later date. Height, 37;  
width, 36 inches. Canvas is signed at the lower right,  
“De Simone.”

816. PILOT-BOAT “A. T. STEWART.” Unknown American  
Artist. OIL PAINTING, *on canvas*. Height, 22; length, 34  
inches.

A finely painted picture of the well-known Pilot Boat passing Staten Island.

817. DE SIMONE—French, 1854. United Warship “Hartford.”  
OIL PAINTING, on canvas. Height, 14; length, 21 inches.  
Signed and dated.

A finely painted portrait of Admiral D. G. Farragut’s flag-ship which figured so prominently during the Civil War especially at the battle of Mobile Bay.

818. ENGAGEMENT BETWEEN THE BRITISH SHIP “QUEBEC” AND THE FRENCH SHIP “SURVEILLANTE.” View of H. M. S. “Quebec” blowing up off Ushant on October 6, 1779, with dismasted French 18-pounder frigate “Surveillante,” flying a flag of truce, with the “Rambler” cutter to leeward of the “Quebec;” other vessels in the background; men and wreckage in water. OIL PAINTING, by R. Paton. Height, 20; length, 28½ inches. In old gilt frame. *Circa 1779*

A VERY FINE HISTORICAL OIL PAINTING DEPICTING THE “QUEBEC” BLOWING UP. CAPTAIN FARMER, WHO COMMANDED THE “QUEBEC,” IS SHOWN AT THE BOW OF THE VESSEL WITH SWORD IN HAND. HE WAS THE ONLY ONE ON BOARD, AND PERISHED WHEN THE VESSEL BLEW UP.

This is the original painting from which the engraving by Fittler & Lerpinier was made, which is described elsewhere in the catalogue. SEE No. 295.

The following is a short account of the engagement, which resulted in the destruction of the *Quebec*,—

“Off Ushant, on 6 October, 1779, the Quebec met the French 18-pounder Surveillante of 40 guns and nearly double the number of men. A sharp action ensued; after about three hours and a half both ships were dismasted; but the Quebec’s sails falling over the guns caught fire, and the frigate was speedily in a blaze. There was little wind and a great swell; the Surveillante, completely disabled, was at some little distance; the Rambler cutter was to leeward, and also dismasted; and the French cutter Expedition, which had been engaged with the Rambler, had sought safety in flight. It was thus impossible to help the burning frigate, which after some four or five hours blew up. Sixty-six only out of about 195 that were on board were picked up by the boats of the Surveillante, of the Rambler, and of a Russian vessel that came on the scene; the rest, including Captain Farmer, perished.”

[SEE REPRODUCTION]



[ No. 818 ]

819. VAN DE VELDE (WILLEM). THE ROYAL YACHT, LYING IN THE THAMES, OFF GRAVESEND. *Lead-pencil drawing, touched with India wash.* Height, 9 $\frac{5}{8}$ ; length, 16 inches.

An extremely clever and effective representation of King Charles' Yacht near the mouth of the Medway. In the background the town of Gravesend is indicated, and at the river's entrance, anchored in the stream, a literal forest of masts belonging to the British Fleet stretches to the Chatham dockyards. The splendid sense of misty distance and aerial perspective is unusually fine, while the ripple of the placidly flowing stream on which the noble craft are gathered, deftly indicated by mere touches, is absolutely convincing in its simplicity and natural truth. The wondrous serenity of the scene is most impressive. The yacht itself is a scene of bustling activity suggesting a speedy departure, while, at the right, is shown an occupied rowboat heading for a floating lobster-pot, and beyond them is an armed sloop, these latter aiding materially in the effectiveness of the compositional arrangement.

From the Earl of Warwick, Fairfax Murray and V. Winshop Newman collections.

820. MARINE DECORATED CARVED AND GILDED MIRROR.  
"British Attacking French Off Minorca." English, Eighteenth Century. Oblong molded frame, enriched with small fluting and bead moldings and having leaf scrolled bracket at foot. The upper panel painted, with subject displaying a lively action in which the British Flagship is seen athwart the foreseas. *Height, 45; length, 47 inches.* The canvas is signed, "J. H."

820A. MARINE DECORATED CARVED AND SILVERED MIRROR.  
A Frigate under Sail Entering Her Home Port. English, Eighteenth Century. Oblong leaf molded frame with outset upper corners and scrolling toward foot, there enriched with rosetted leaves. Upper panel with subject depicting a gallant vessel with only two sails spread attempting to run through a narrow rocky channel. Edifices of a port are seen in the distance. *Height, 40; width, 39 inches.* Canvas signed at the lower right.

821. PORTRAIT OF CAPT. ALEXANDER GAGE—1782–1808.  
American, Early Nineteenth Century. Bust portrait, profile to left. OIL PAINTING, *on oval board, 10 by 12 inches.* Framed.

Contemporary label attached to the back reads:—  
"Alexander Gage of Yarmouth.

"Master of the schooner Comet who died on board of that vessel December 14th 1808, aged 26 yrs. (on his passage from Baltimore to Boston) and was buried in the old Burying Ground at Yarmouth. Father of Elizabeth J. Nickerson of South Dennis."

A charming portrait of this young sea-captain in a quaint old period frame.

822. EARLY EIGHTEENTH CENTURY MARINE PAINTING. An Early Eighteenth Century Brig Sailing into Deptford, England. OIL PAINTING, *on canvas. Height, 20; length, 58 inches.* Framed.

In the center the artist has portrayed an early craft coming into port with the crew lowering sail. To the left are many fine ships lying at anchor in various stages of construction.

VERY QUAINTE DECORATIVE CANVAS PANEL.



[ No. 823 ]

823. HISTORIC NAVAL PAINTING. The Attack of the Combined Fleet on the Shore Batteries. By Lepais. OIL PAINTING, *on canvas*. Height, 25; length, 72 inches. Signed lower left. Framed.

Harbor scene with many early Men-of-War shelling a distant city which lies on a sloping mountainside.

[SEE REPRODUCTION]

824. BARK "H. C. SIBLEY." American Artist—unknown. OIL PAINTING, *on canvas*. Height, 21½; length, 28 inches.  
A portrait of the bark under full sail.

825. YACHT "SYLVIE." By J. E. Butterworth. (American—1845). OIL PAINTING, *on canvas*. Height, 24; length, 32 inches.  
A spirited painting of this well-known American yacht under full sail. In the distance two full-rigged ships.

826. YACHT "MAGIC." By J. E. Butterworth. OIL PAINTING, *on canvas*. Height, 9; length, 20 inches. Signed.

A spirited painting of a fleet of yachts racing over a dark blue sea. Butterworth was one of the best of the yacht painters.

827. MARINE WOOL WORK PICTURE. H. M. S. "Mersey, 1802." Large Frigate in oval medallion encircled with draped flags of all nations worked in colored wool. Height, 24; length, 34 inches. Framed.



[ No. 828 ]

828. WALTERS (JOSEPH—English, 1838). The Arrival of the “Great Western” at New York, April 23, 1838. OIL PAINTING, on canvas. Height, 32; length, 50 inches.

A FINELY PAINTED PICTURE OF THE GREATEST EVENT IN THE ANNALS OF OCEAN NAVIGATION, the arrival at New York of the first steamship expressly designed and built to carry passengers from Europe to New York.

The *Great Western* was launched July 19, 1837, and sailed for New York from Bristol, England the early part of April, 1838 amid great excitement of the people, and escorted out to sea by a fleet of vessels crowded with well-wishers bidding her godspeed. After a voyage of eighteen days she arrived at New York on the morning of April 23, 1838 and was met by an escort consisting of the famous Hudson River steamboats, the *Cornelius Vanderbilt*, *James Madison*, *Sun*, *New York*; New York ferry-boats, an old square-rigger, etc., etc. Their decks were crowded with passengers welcoming the *Great Western* and her commander, Lieutenant James Hoskins of the Royal Navy.

The painting shows the *Great Western* and her escort passing through the Narrows and is a scene of animation and color and very decorative. Probably the most important painting relating to the history of steam navigation ever offered.

[SEE REPRODUCTION]



[ No. 829 ]

829. GILDED AND DECORATED MARINE MIRROR. Finely molded gilded frame with lower mirror panel and upper canvas painted panel of the Eighteenth Century, depicting an American Frigate under sail leaving Liverpool. The Pilot has just left the Frigate and the scene depicts the distant land and with other shipping activity. *Height, 46; width, 28 inches.*

[SEE REPRODUCTION]

830. BIRCH (THOMAS). Shipping Scene, Long Island Sound. OIL PAINTING, *on panel*. Height, 13; length, 18½ inches. Signed at lower left, "T. Birch," and inscribed on back, "Long Island View by Thomas Birch, Philadelphia, Pa."
- A colorful painting of a ship at anchor, unloading timber upon a raft, with the hills of Long Island in the distance.
831. MARINE DECORATED CARVED AND GILDED MIRROR. An American Ship Outward Off Toulon. English, Eighteenth Century. Oblong frame, beautifully enriched with beads and husk motives. Open pediment displaying florally festooned trophy on which is perched an eagle. Upper panel painted with subject—two vessels sailing off shore. The port and citadel seen in the distance. Height, 67; width, 29 inches.
832. MARINE WOOL WORK PICTURE. "Her Majesty's Ship *Mersey* 40 Guns." The Man-of-War in full sail with deep blue sea and light mottled sky. Worked in colored wool. Height, 22; length, 31 inches. Framed.
833. EARLY AMERICAN YACHTING PAINTING. By Jamison. 1854. OIL PAINTING, *on canvas*. Height, 19; length, 29 inches. Signed "Jamison" and dated 1854. Framed.  
At center is yacht in full sail, with several other yachts to right and left.
834. EIGHTEENTH CENTURY MARINE PAINTING. An Outward Bound English Frigate. By C. M. Powell. OIL PAINTING, *on canvas*. Height, 7; length, 11 inches. Framed.  
A finely drawn Frigate with sails set is depicted leaving the harbor with other Men-of-War. To the left a stern view of a Man-of-War under sail, bound into port.
835. CANAL SCENE. Carved overmantel mirror: upper panel with OIL PAINTING of a Venetian Canal Scene with gondolas. Measurements of painting: Height, 18; length, 28 inches; lower part with mirror. Measurements overall: Height, 40; width, 36 inches.

836. YACHT "NAVAHOE" OF NEW YORK. OIL PAINTING, *on canvas*. By W. P. Stubbs. Height, 23; length, 36 inches. In heavy gilt frame.

Depicts the sailing yacht *Navahoe* under full sail.

837. U. S. BATTLESHIP. OIL PAINTING, *on canvas*. Height, 12; length, 18 inches. In heavy black frame, glazed.

*Circa 1900*



## SHIP MODELS

RARE MODELS OF THE OLD SHIPS;  
MEN-OF-WAR AND CLIPPER SHIPS

Numbers 838 to 874, Inclusive



838. PAINTED WOOD SHIP MODEL. Model of the U. S. S. "Constellation." Finely modeled hull, painted green to water-line, black above with white gun-port stripe. She mounts miniature bronze cannon. Square decorated stern with quarter galleries to match. Scrolled and basketed bow. Fully rigged and in sail. Height, 28; length, 36 inches.

839. PAINTED WOOD SHIP MODEL. Model of a Sloop of War. Hull painted black and deep lavender. Fitted for 20 guns. Square decorated stern and scrolled bow. Completely rigged and in full sail. Height, 18; length, 26 inches.

*Circa 1820*

840. PAINTED WOOD SHIP MODEL. Model of the English Frigate "Lord Nelson." Finely fashioned hull, bronzed and painted black with white painted gun-port stripe. She mounts 44 bronze cannon. Square decorated stern and graceful bow, mounting figurehead of Nelson. Completely rigged and with all deck equipment. Height, 25; length, 37 inches.

*Circa 1820*

A VERY FINE CONTEMPORARY MODEL OF THIS FAMOUS SHIP.



[ No. 841 ]

841. SPANISH GALLEON. Model of Capital Ship of the Armada.

Hull built up of oak planking over ribs, three complete decks, high stern richly carved and decorated, mounting bronze lantern. Open stern and quarter gallery, pierced and decorated and carried on carved supporters. Ornamented deck houses on quarters. Complete deck impedimenta including bronze cannon on wooden carriages. 66 guns. Rudder operated by whip-staff then recently invented. Hull white to water-line, greenish brown above with blue bands, portlids crimson, ebonized wales. Model is fully rigged, silk sails, silk flags with colors of Aragon and Navarre. On Gothic wrought iron floor stand. *Length, 45 inches. Circa 1588*

A ship very much like the above appears in a painting by Aert Van Antum in the Rijksmuseum.

[SEE REPRODUCTION]

842. **BOXWOOD SCALE MAN-OF-WAR MODEL.** Model of an English Ship of the Line, a First Rater. Scale hull covered in copper to water line. Boxwood above painted black, with white gun-port stripes. She mounts 120 miniature bronze guns. Fine elaborate stern carved with galleries and rails. Quarter galleries to match. Bow fitted with carved figure of a Warrior. Completely rigged with masts and spars of boxwood and every intricate line. She has all the deck fittings of the period. Enclosed in glazed case with domed top.  
*Height, 14; length, 17 inches.* *English 1790*
843. **PAINTED WOOD MODEL OF A FRIGATE.** Model of a Frigate. Hull painted grey and black with white ports. Square stern with scrolled bow having full length figure. Completely rigged and in full sail.  
*Height, 17; length, 23 inches.* *Circa 1830*
844. **PAINTED WOOD SHIP MODEL.** Model of an American Packet Ship of 1835. Hull crimson to water line, black above with tan stripings. Square stern, and bow with carved figurehead. Completely rigged and with all deck fittings.  
*Height, 26; length, 33 inches.*
845. **PAINTED WOOD MODEL OF A MAN-OF-WAR.** Model of an English Man-of-War, 104 Guns. Hull painted bronze with black and white above. Rounded galleried stern and scrolled bow mounting bust length figurehead. Completely rigged and in full sail. Set on table base.  
*Height, 29; length, 40 inches.* *Circa 1840*
846. **PAINTED WOOD SHIP MODEL.** Model of an American Brig. Full hull painted crimson and black, square stern and long scrolled bow mounting half length male figure. Completely rigged and mounted on table stand.  
*Height, 15½; length, 20 inches.* *Circa 1840*



[ No. 847 ]

847. BRITISH SECOND RATE. Scale model, carved full, oak planked, ports circled with gilt wreaths, Lion figure head, stern handsomely carved, glazed and latticed, and ornamented with three bronze lanterns. Complete deck fittings including bronze bell in belfry and brick galley in forecastle. Knightheads and bitts topped by busts of Roman warriors, carved and gilt. 80 antique green bronze cannon. Hull ochre, ebonized wales, upper works crimson and blue, enriched with gilt trophies. Bulkheads black and gilt, unrigged, on wrought iron supports resting on octagon oak base. *Length, 39 inches.* Circa 1665

[SEE REPRODUCTION]

848. PAINTED WOOD SHIP MODEL. Model of the American Clipper Ship "Radiant." Hull painted red with black above. She mounts a three quarter length carved figure at the bow and has a rounded stern. Completely rigged. *Height, 27; length, 36 inches.* 1852

The Clipper Ship *Radiant* was built by Paul Curtis of East Boston in 1852 for Baker and Morrell of Boston and used in the California trade.

849. PAINTED SCALE SHIP MODEL. Model of the Royal Yacht "Victoria and Albert." Finely modeled hull painted salmon and black with gilded decorations. Square carved and glazed stern and long scrolled bow bearing the Royal Arms and Crest. The deck fully fitted. She is fully rigged and equipped with six paddle boxes. She flies the Royal Pennant. Set in glazed case with scrolled carved pierced base. *Height, 35; length, 57 inches.* Circa 1840

AN EXCEPTIONALLY FINE CONTEMPORARY SCALE MODEL of Queen Victoria's Yacht made by the officers and crew of the yacht.

850. PAINTED WOOD SHIP MODEL. Model of the Black Ball Packet Ship "Great Western." Hull painted tan, with black above and with painted white gun-port stripe. She has a scrolled bow and square stern. Completely rigged. *Height, 26½; length, 37 inches.* 140

The *Great Western* was added to the fleet of the Black Ball Line after Captain Charles H. Marshall obtained control of the famous old line of Packet Ships.

851. ADMIRALTY BOXWOOD SCALE MODEL. Model of a French Man-of-War, 130 Guns. Boxwood scale model of a French Ship of the Line, hull constructed of planking of boxwood, trimmed with balee. Finely carved stern with galleries, mounted with carved coat-of-arms. Rail in minute draped carving of floral design. Scrolled bow, with carved ivory figure of a Lion rampant. Completely rigged with masts and spars of boxwood. Deck fittings perfect, also of boxwood. Mounts 130 miniature bronze cannon on trucks. Set on inlaid base, galleried with ivory. Enclosed in glazed case. *Length, 32 inches.* Eighteenth Century

FINE CONTEMPORARY MODEL AND CONSIDERED ONE OF THE BEST OF THE TYPE EXISTANT.

852. EIGHTEENTH CENTURY BONE SHIP MODEL. Model of the Frigate "Amazon." Graceful mackerel shaped hull, completely planked in bone and riveted with brass rivets. Finely carved stern with central British Coat-Of-Arms, flanked by draped flags and reclining female figures. Latticed and balustraded windows below draped curtain effect; quarter galleries to match. Finely scrolled bow with full carved figure of an Amazon holding spear and shield. Model completely rigged with masts and spars of bone. She mounts 50 bronze cannon set on miniature trucks of bone. The detail exquisitely and minutely carried out and the bone heightened with trimmings of baleen. Set on boxwood galleried base. *Height, 28; length, 36 inches.*

*English 1780*

EXCEEDINGLY RARE.

During the latter part of the Eighteenth Century, with the many wars France was waging, she introduced the draft system. Many of the fan carvers of the period who worked in carving ivory were thus inducted into the Naval Service. These men were poor seamen and in consequence many of them were captured and detained in the prison camps in England for many years. They whiled away the time in making these fine detailed models from their meat bones, which they in turn sold to obtain tobacco and other luxuries not included in the regular prison fare.

[SEE REPRODUCTION]

853. PAINTED WOOD SHIP MODEL. Model of the American Packet Ship "Louisville." Finely fashioned hull, painted bronze and black, with added white painted gun-port stripe. Completely rigged. *Height, 27; length, 36 inches.* 1835

The Ship *Louisville* belonged to the New Orleans Line running from New York to New Orleans. The line founded in 1831.

854. PAINTED WOOD SHIP MODEL. Model of an American Whaler. Blunt hull, painted bronze to water line and brown above. Deck with all whale boats and trying out implements. Completely rigged. *Height, 25; length, 34 inches.* 1840



[ No 852 ]

855. PAINTED WOOD SHIP MODEL. Model of the English Ship "Auckland." Hull painted black, grey and white with rounded stern and long scrolled bow mounting full carved male figurehead. Fully rigged with all deck fittings. Enclosed in glazed case. *Height, 19; length, 32 inches.* Circa 1860
856. PAINTED WOOD SHIPS MODEL. Model of an American Clipper Ship. Fine clean hull, built to scale. The hull bronzed to water line, black above. Bow ornamented with carved figurehead. Full colored deck impedimenta. Finely rigged to scale. *Height, 23; length, 28 inches.* Circa 1857
857. PAINTED WOOD SHIP MODEL. Model of an English Bark. Painted hull in deep ivory and green, mounted on mahogany plaque. Completely rigged and with all sails set. *Height, 12; length, 17 inches.* Circa 1860

858. CARVED WOOD MODEL. Model of a full rigged ship. Full painted hull, with fine sheer lines, having rounded stern and scrolled bow with carved full length female figure, resting on leaf scrolled pediment. The model completely rigged, the spars being fitted with "Stuns'l Yards." *Height, 22½; length, 30 inches.*

*Circa 1860*

859. PAINTED WOOD SHIP MODEL. Model of an English Merchantman. Finely modeled hull, painted black with gilt underbody and stripe. Rounded stern and long scrolled bow mounting gilded female figurehead. Finely rigged throughout and spars with furled sails. Complete deck fittings. *Height, 18; length, 28 inches.*

*Circa 1860*

860. PAINTED WOOD SHIPS MODEL. Model of an American Clipper Ship. Hull crimson and black. Carved gilded sea-horse as figurehead mounted at sharp bow. Finely fashioned rounded stern. Completely rigged and with all deck impedimenta. *Height, 25; length, 34 inches.*

*Circa 1855*

861. PAINTED WOOD SHIP MODEL. Model of an American Packet Ship. Finely modeled wood hull, painted deep crimson and black, heightened with bandings of gilding. Rounded stern and finely scrolled bow, mounting a carved and gilded full length female figure. The model completely rigged and with all deck fittings. *Height, 20; length, 27 inches.*

*Circa 1850*

862. PAINTED WOOD SHIP MODEL. Model of the American Packet Ship, "Cornelius Grinnell." Hull crimson with black above and with painted white gun-port stripe. She has a square stern and is completely rigged. *Height, 25; length, 31 inches.*

*1845*

The Ship *Cornelius Grinnell* was owned by Grinnell Minturn & Co. and was used in the Swallow Tail Line running from New York to Liverpool.

863. PAINTED WOOD SHIP MODEL. Model of a Ship's Long Boat. Finely constructed hull painted blue and white. Finely fitted interior with all details in natural wood and equipped with two sweeps. Enclosed in glazed case. *Height, 5; length, 18 inches.* Circa 1850
864. PAINTED WOOD SHIP MODEL. Model of an American Brig. Full hull, painted green and black. Rounded stern and finely scrolled bow. Completely rigged and mounted on plaque. *Height, 15½; length, 22 inches.* Circa 1850
865. PAINTED WOOD SHIP MODEL. Model of an American Packet Ship. Finely fashioned hull, bronze to water line with black and white above. Rounded stern and bow mounting carved and gilded Eagle. Completely rigged and having all deck fittings. *Height, 21; length, 31 inches.* 1845
866. PAINTED WOOD SHIP MODEL. Model of an American full rigged ship. Bronzed hull, with gilded upper stripe. Sharp bow, mounting carved female figure-head. Rounded stern. Completely rigged and with all deck impedimenta. *Height, 20; length, 27 inches.*
867. PAINTED WOOD SHIP MODEL. Model of the American Packet Ship "St. Andrew." Hull painted deep green and brown, with painted white port stripe. Completely rigged. *Height, 27; length, 37 inches.* 1849  
The Ship *St. Andrew* was built by Westervelt & Mackay in 1849 for the Robert Kermit Line of Packets from New York to Liverpool.
868. WALNUT FRIGATE MODEL. Model of a 32-Gun Frigate. Full fashioned model, bronze to water line, natural walnut above. Square stern and latticed quarter galleries. Completely rigged. *Height, 23; length, 27 inches.* American, 1820



[ No. 869 ]

### DONALD MCKAY CLIPPER SHIPS

THE FOUR FOLLOWING MODELS OF THE DONALD MCKAY CLIPPER SHIPS ARE FROM THE COLLECTION OF DONALD MCKAY TIFFANY AND ARE SOLD BY HIS ORDER

869. WOOD SHIP MODEL. Model of the California Clipper Ship "Staffordshire." Built by Donald McKay, 1852. Fine sheer lines. Hull painted black and deep crimson. Rounded stern and carved scroll at bow. Completely rigged and with full deck fittings. The entire model built to scale. *Height, 27; length, 36 inches.*

In 1852 the *Staffordshire* made one of the fastest voyages of the year from New York to San Francisco, arriving in 101 days.

The *Staffordshire* was a California Clipper of 1817 tons, built by Donald McKay in 1851, for Enoch Train & Company. The *Staffordshire* was lost off Cape Sable while bound from Liverpool to Boston in December 1854. Her Captain, Mr. Richardson, was confined to his berth at the time with a fractured spine. He refused all assistance and went down with his ship.

[SEE REPRODUCTION]



[ No. 870 ]

870. WOOD SHIP MODEL. Model of the California Clipper Ship "Flying Fish." Built by Donald McKay, 1851. Fine sheer hull, painted black and deep green. Rounded stern with gilded ornamentation. Bow with carved Sea Serpent. Completely rigged and with full deck fittings. The entire model built to scale. *Height, 27; length, 36 inches.*

The *Flying Fish* was a California Clipper, of 1505 tons, built by Donald McKay in 1851, for Sampson & Tappan of Boston. She measured: length 198 feet 6 inches, breadth 38 feet 2 inches, depth 22 feet, with 25 inches dead rise at half-floor.

She made several New York to San Francisco records and was accounted a very fast ship.

Nautical records list many interesting races in which the *Flying Fish* participated. She covered the New York to San Francisco route by way of Cape Horn, in 93 days in 1853. This was the record run of the *Flying Fish*.

[SEE REPRODUCTION]



[ No. 871 ]

871. WOOD SHIP MODEL. Model of the Clipper Ship "Romance of the Seas." Built by Donald McKay, 1852. Sheer hull, painted black with white stripings and bronze to water-line. Square stern and graceful bow with three-quarter length female figurehead. Completely rigged and with full deck fittings. The entire model built to scale. Height, 28; length, 40 inches.

*Romance of the Seas* was a California Clipper of 1782 tons, built by Donald McKay in 1852, for George B. Upton of Boston. This was the last extreme clipper ship built by Mr. McKay for the California trade. She was a beautiful vessel, with extremely fine lines, heavily sparred, and was exceedingly fast. Measurements of *Romance of the Seas* are as follows: length 240 feet, breadth 39 feet 6 inches, depth 29 feet 6 inches.

[SEE REPRODUCTION]



[ No. 872 ]

872. WOOD SHIP MODEL. Model of the Clipper Ship "Great Republic." Built by Donald McKay, 1853. Sheer hull painted black and bronze to water-line. Rounded stern and graceful bow with gilded eagle figurehead. Completely rigged and with full deck fittings. The entire model built to scale. Height, 29; length, 44 inches.

*Great Republic* was a Clipper ship of 4,555 tons, built for the Australian trade in 1853 by Donald McKay for Grinnell Minturn & Company.

This was the largest extreme clipper ship ever built; it measured: length 335 feet, breadth 53 feet, depth 38 feet. She had four decks, the upper or spar deck being flush with the covering board and protected by a rail on turned oak stanchions.

Her long black hull had no ornaments except a beautifully carved eagle's head, where the sweep of her raking stern and the sharp lines of her bow intersected; across her handsome stern was carved the American Eagle with extended wing, under which her name and port of hail were carved in plain block letters.

[ *Continued* ]

[872. SHIP MODEL "GREAT REPUBLIC"—*Continued*]

Her captain was Lauchlan McKay, Donald McKay's brother. The *Great Republic* was towed to New York where she was loaded for Liverpool. The night before she was to sail a fire broke out on Front Street, just one block from where the ship lay.

The sails caught fire, and eventually the vessel was burned and it took more than a year to rebuild her. In the rebuilding, her rigging was much curtailed, so that her tonnage was only 3,357 tons. She was purchased by A. A. Low & Brother, and eventually sailed in the Australian trade under Captain Limeburner.

Even after the curtailment of her rigging she showed such a great amount of speed, that it was a source of regret to the maritime world that she had not been able to sail as Donald McKay built her, as it is conjectured she would have far outsailed any other clipper ever built.

[SEE REPRODUCTION]

873. SHIP MODEL. Miniature model of a Four Masted Bark. Fitted in glass and wooden case. *Height, 13½; length, 21 inches.*
874. SHIP MODEL. Scale model of the yacht "Hypatia" of New York. *Height, 33; length over all, 36 inches.*
875. MINIATURE SHIP MODEL. Full rigged ship. Carved wood sails. Glass case.
876. PAINTED WOOD SHIP MODEL. Model of an American Packet Ship. Hull bronze to water line, black above, with painted white gun-port stripes. Rounded stern and bow mounting finely carved three quarter length female figure. Completely rigged and with full deck impedimenta. *Height, 18; length, 28 inches. Circa 1850*

877. PAINTED WOOD SHIP MODEL. Model of an American Clipper Ship. Finely modeled painted hull, completely rigged and having all deck fittings.
878. PAINTED WOOD SHIP MODEL. Model of an American Bark. Hull painted crimson and black with white stripe. Completely rigged and set on stand. *Height, 19; length, 25 inches.* Circa, 1865
879. PAINTED WOOD SHIP MODEL. Model of an American Packet Ship. Hull painted and finely modeled. Completely rigged and with all deck fittings.
880. PAINTED WOOD SHIP MODEL. Model of the American Ship "Caroline." Finely fashioned hull bronze to water line, black above with white stripe; Carved and gilded scroll at bow. Rounded stern with name "Caroline." Completely rigged and with full deck fittings. *Height, 22; length, 31 inches.* Circa 1855
881. PAINTED WOOD SHIP MODEL. Model of the American Ship "Norwester." Hull painted green, with black above and red stripe. Finely modeled bow, decorated with gilt scroll. Completely rigged. *Height, 26; length, 30 inches.* 1854
- The California Clipper Ship *Norwester* was built by S. Latham of Medford, Mass., for Coolidge & Co. of Boston in 1854.

882. PAINTED WOOD SHIP MODEL. Model of an American Whaler. Hull covered with copper to water line, white above and trimmed with green rails. Square stern with blunt bow. Deck with all fittings for trying out the whale blubber. Completely rigged. *Height, 28; length, 38 inches.* 1840

883. PAINTED WOOD SHIP MODEL. Model of the American Packet Ship "Manhattan." Hull green and brown, having yellow and white trims. Square stern and scrolled bow. Completely rigged and having all deck fittings. *Height, 28; length, 35 inches.* Circa 1835

AMERICAN ART ASSOCIATION, INC., MANAGERS

DEPARTMENT OF BOOKS AND PRINTS  
MR. ARTHUR SWANN, DIRECTOR

# APPRAISALS

## FOR UNITED STATES AND STATE TAX INSURANCE AND OTHER PURPOSES CATALOGUES OF PRIVATE COLLECTIONS



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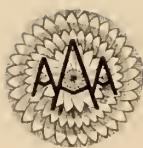
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